

A N  
A B S T R A C T  
OF THE  
ORDERS AND REGULATIONS  
OF THE HONOURABLE  
COURT OF DIRECTORS  
OF THE  
EAST-INDIA COMPANY,

AND OF OTHER

DOCUMENTS relating to the PAINS and PENALTIES  
the COMMANDERS and OFFICERS of Ships in  
the COMPANY'S Service are liable to, for BREACH  
OF ORDERS, ILLICIT TRADE, &c.

INCLUDING ALSO,

The full Particulars of the Allowances of PRIVATE  
TRADE, Outward and Homeward, with the COMPANY'S  
DUTIES and CHARGES thereon, and the Mode by  
which the TONNAGE of the Articles usually brought  
from INDIA and CHINA is calculated.

BY CHARLES CARTWRIGHT,  
Deputy Accomptant to the East-India Company.

TO WHICH IS ADDED, AS

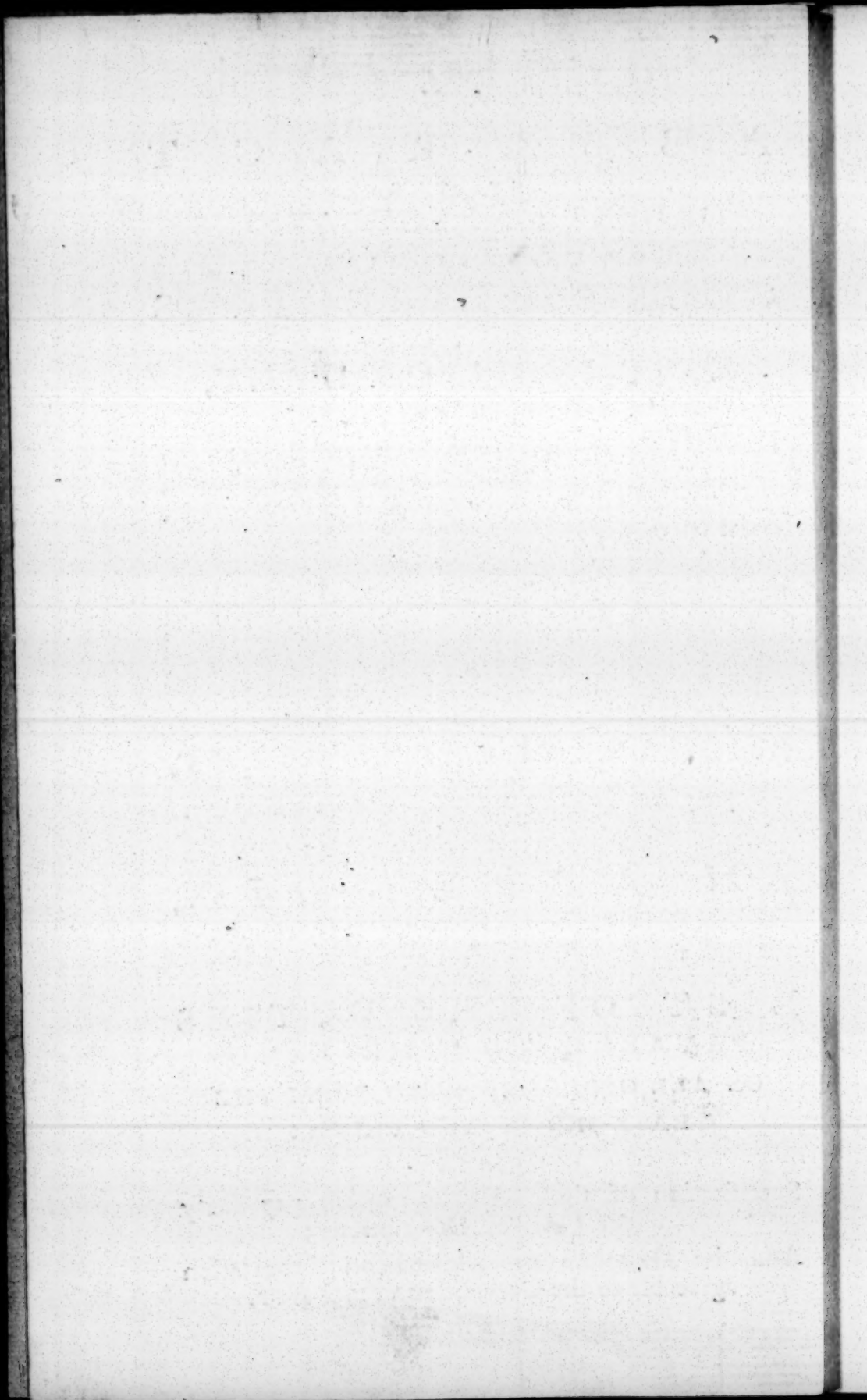
A N A P P E N D I X,  
COPIES OF THE PAPERS USUALLY GIVEN BY THE  
COMPANY TO THE COMMANDERS AND OFFICERS.

A N D A  
LIST OF THE DUTIES  
PAYABLE TO THE KING  
ON ALL GOODS IMPORTED FROM THE  
EAST-INDIES AND CHINA:

WITH A

Specification of those Articles which pay Duty  
under General Descriptions;

And the DRAWBACKS allowed on Exportation  
agreeable to the CONSOLIDATION ACT.





TO THE HONOURABLE THE  
COURT OF DIRECTORS  
OF THE  
UNITED COMPANY  
OF  
MERCHANTS OF ENGLAND  
TRADING TO THE EAST-INDIES.

HONOURABLE SIRS,

AS You have been pleased to report so favourably of the following sheets as to state “that they are very meritorious, and may be highly useful to the persons for whose information they are compiled,” I should be wanting in respect and duty, did I not lay them at your feet as a tribute of gratitude, for the many flattering distinctions you have had the goodness to honour me with, hoping, trivial as this publication is, it may be the humble means of lessening the fatigues of your official  
en-

## DEDICATION.

enquiries. This hope, I presume to think, will not be attributed to vanity; as it is generally acknowledged irregularities (the source of numerous investigations) have been committed by the Commanders and Officers of your ships, more from the want of information than intention.

I have the honour to be

with the utmost respect

HONOURABLE SIRS,

your most humble

and obedient servant,

CHA. CARTWRIGHT.

EAST-INDIA-HOUSE,  
22d Feb. 1788.

T O T H E  
COMMANDERS AND OFFICERS  
O F  
SHIPS IN THE SERVICE  
O F T H E  
UNITED COMPANY  
O F  
MERCHANTS OF ENGLAND  
TRADING TO THE EAST-INDIES.

GENTLEMEN,

THE following is an Abstract, arranged under various heads, of the Orders and Regulations of the Honourable COURT OF DIRECTORS and By-Laws of the Company, the Charter-Party, Captains Instructions, and of sundry Acts of Parliament, so far as relates to the pains and penalties you are liable to for Breach of Orders, Deviations, Illicit Trade, &c. in which I have included the substance of the necessary part of the Manifest and Register Acts, and a minute statement of your allowances of Private Trade outward and homeward,

## TO COMMANDERS, &c.

ward, with the Company's duties and charges thereon, as well as lists of the Stores allowed to be shipped outward on the Victualing Bill or otherwise, and homeward as Clearing Stores; also the mode by which the Tonnage of the articles usually brought from India and China is calculated. And for more compleat information, I have added an Appendix, containing copies of such of the Orders and Regulations of the Company, and the Acts of Parliament, as are usually given to the Commanders and Officers; to which I have subjoined a List of the Duties payable to the King on all Goods imported from India and China, and the Drawbacks allowed on Exportation. The whole has been collected with the utmost care and attention, and there remains little doubt in my mind as to its correctness; but as a compilation of this kind, formed from voluminous materials, requires more time than those who are masters of the various subjects it comprehends have leisure to bestow, in order to render it so completely and indisputably perfect, as to be stamped with official authority, it necessarily comes before you as the work of an individual only, consequently liable

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able



TO COMMANDERS, &c.

able to error. It is incumbent on me to state thus much, that an implicit reliance may not be placed on this publication as containing *the whole* of the Laws and Orders now in force, and that it may not be quoted as containing *the whole*, in mitigation of an offence committed against any law, &c. herein unnoticed. It will therefore, notwithstanding you may be possessed of this compilation, be necessary to refer to the papers given by the Company at the time of your being sworn in, &c. more especially as new orders may frequently be made, and old ones altered or abolished.

I am,

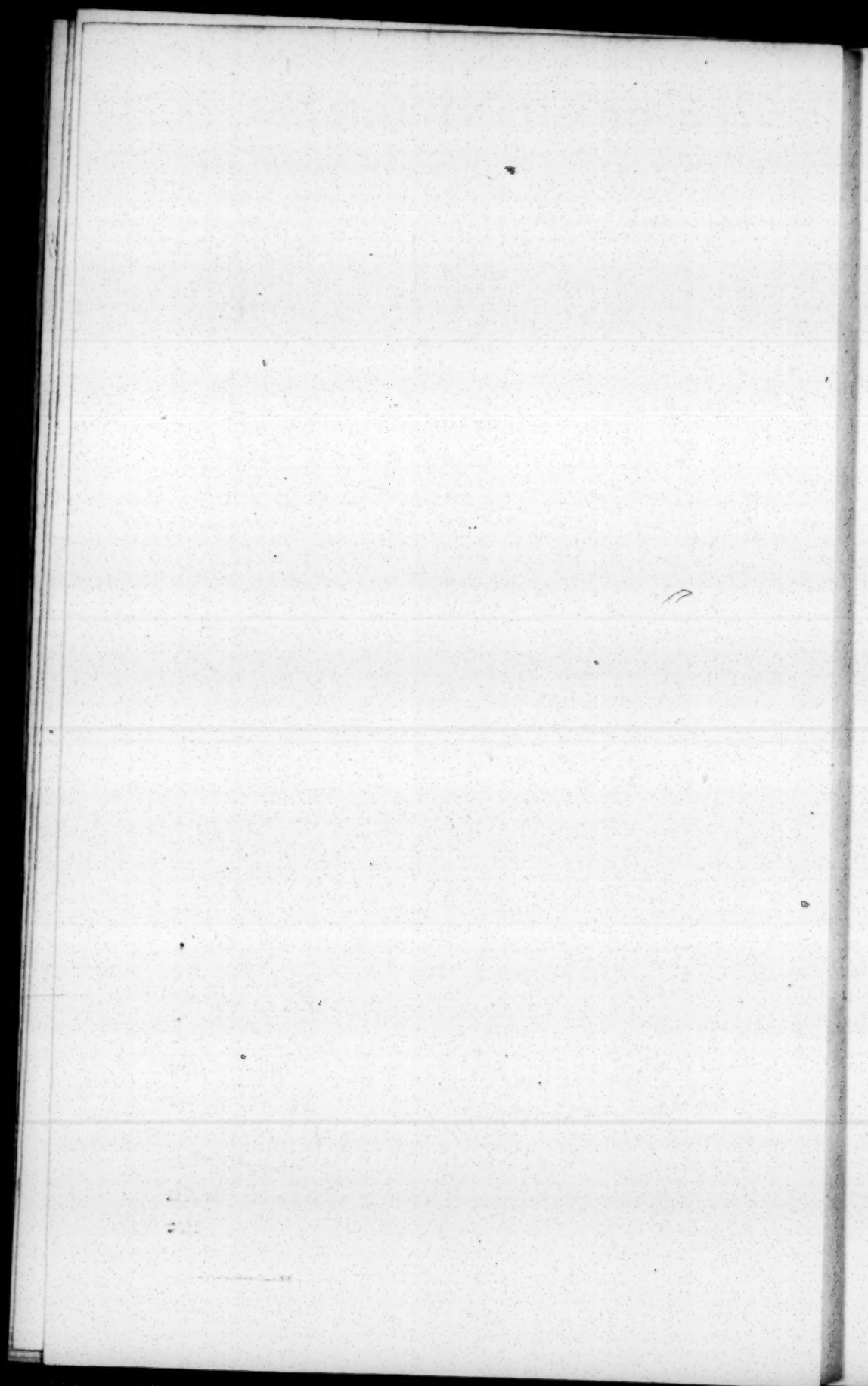
GENTLEMEN,

your most obedient

humble servant,

CHA. CARTWRIGHT.

EAST-INDIA HOUSE,  
22d Feb. 1788.



# A B S T R A C T S

## O F

Orders of the Hon. Court of Directors,  
By-Laws of the Company, Charter-  
Party, Captains Instructions, Acts of  
Parliament, &c.

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ARRACK. None to be shipped in India or China, except for ships use, which must be marked "Stores," or in the immediate privilege of the Commanders and Officers, which must be marked with the name at length of the person to whom it belongs, if not so marked deemed to be the property of the Commander, and the duty charged to him accordingly. See *Appendix*, page 20.

BULLION. Licensed to be shipped, must be brought to the Treasury-office, there viewed, weighed, and packed up. The Company's mark to be put thereon, with such additional marks the parties shall direct.

Found on board any of the Company's  
ships not licensed and marked with  
the

## BULLION.

the Company's mark, shall be forfeited, except thirteen or more Directors have signed an order for its being shipped. See *Appendix*, page 29.

## BILLS OF EXCHANGE AND CERTIFICATES.

Certificates to be granted separately to the persons who shall pay their quota (into the Company's cash) in India or China to remove the inconveniencies that have been experienced in *negociating* them when made out in the name of the Captain and his Officers, without inserting the respective names of those Officers, or their several concerns therein, and oath is to be made, that the money so paid in is in part of their privilege, and the profits thereon; and that they neither have taken up, or will take up, other money to trade with in lieu thereof. One moiety of the certificate to be paid in ninety days, and the other moiety in three hundred and sixty-five days after sight. If any part of the sum shall have been paid in at any presidency, written evidence thereof must be procured; for on having occasion to complete the full sum allowed to be received at any other settlement, or factory, the Commander and Officers will be deprived of that advantage, as further remittances, by certificates for the ship, without such testimonies cannot be granted. *Captains Instructions.*

For



BILLS OF EXCHANGE AND CERTIFICATES.

For the amount each Officer is allowed to pay in for certificates. See *Privilege outward*.

Money remitted to Europe through foreign channels, the parties offending will be dismissed the service. *Captains Instructions*.

Declared not lawful to lend money to any foreign company, or European merchant in India. 21 Geo. III. cap. 65.

Information relative to Voyage out.

[From By-Laws and Resolutions of the Court of Directors.]

COMMANDER. Qualification of, as to age, &c.  
See *Appendix*, p. 25.

Oath of. See *Appendix*, p. 27.

To deliver to the Court of Directors, within twenty days after his ship is stationed, his petition for goods intended to be carried on his privilege. See *Appendix*, p. 15.

Neglecting or refusing to comply with the Rules and Orders established to prevent irregular shipping of goods in private trade, his petition for such goods will be void, and the goods not allowed to be shipped. See *Appendix*, p. 16.

To forbid any goods being taken on board his ship that are not licensed and marked, or that have not a particular order, accompanying them for so doing, under the hands of thirteen or more Directors.  
See *Appendix*, p. 29.

COMMANDER. Not to sell any office in his ship, on pain of paying double the sum obtained thereby, and the dismission of the person so appointed. 13 *By-Law*, and *Charter-Party*, p. 4 and 5.

Employing a greater number of mates, or principal officers, or servants, than those enumerated, <sup>will be considered the Company's</sup> ~~will be fined seventy pounds, for every such excess.~~ See *Appendix*, p. 10.

Liabie to pay the charges of enlisting, &c. of soldiers deserting from ships at Gravesend, in the Downs, &c. when any desertion shall happen during his being on board, and will be dismissed the service, unless he can exculpate himself. *Order of Court*, 9th August, 1758.

[*From Charter-Party.*]

On ships arrival at Gravesend, outward, to give notice thereof, in writing, to the Secretary.

At the expiration of the time limited for the stay of the ship at Gravesend or in the Hope, outward, to send to the Secretary notice thereof in writing. *Charter-Party*, p. 2.

Not carrying the full number of guns, the Commander and Owners forfeit for each gun wanting forty pounds; and in case any of the guns agreed to be carried out, and brought home, shall be disposed

*Information relative to Voyage out.*

**COMMANDER.**

posed of without leave of the Company's servants, to whom the ship is consigned, the Owners and Commander shall forfeit one hundred pounds for each gun sold, and the Commander by his instructions is rendered incapable of continuing in the Company's service.

*Charter-Party, p. 3.*

Shall before the ship's departure from the Hope, put up and remain during the voyage, in the most visible part of the ship, an Order in the words or to the effect following, viz.

"The Court of Directors of the United  
"Company of Merchants of England  
"trading to the East-Indies, being willing  
"to encourage the mariners of all their  
"ships to be just to the Company, and  
"careful of their effects and trade, and  
"observant of all injuries done or doing  
"thereto; as also to animate them to  
"defend their said ships, and their  
"estates on board, in case they should  
"be assaulted by an enemy, do hereby  
"declare, that they will allow and pay  
"the following rewards at the re-  
"turn of the ship in the river Thames,  
"and finishing this present intend-  
"ed voyage: that is to say, To  
"every seaman that shall prevent any  
"wilful and malicious damage to any  
"part of the said Company's effects,  
"or shall save the same from being  
"lost, a reward suitable to their merit  
"therein

## COMMANDER.

“ therein. To the widow, children,  
 “ father, or mother of every seaman,  
 “ that shall lose his life in defence  
 “ of the ship as aforesaid, thirty  
 “ pounds. To every seaman that shall  
 “ lose a leg, or arm, or both, in such  
 “ defence, thirty pounds. To every  
 “ seaman that shall receive any other  
 “ wound, such sum of money as the  
 “ Court of Directors shall think fit,  
 “ upon producing a certificate from  
 “ their Commander, or superior Officer,  
 “ touching their merits. That every  
 “ seaman so wounded in defence of  
 “ the ship, shall be cured of his wounds  
 “ at the charge of the said Company  
 “ and Owners.” *Charter-Party*, p. 5.

Not to stop or stay, outward-bound, or  
 take in any foreign coin or bullion,  
 goods or provisions, at any place short  
 of her consigned port, without an order  
 in writing from the Court or Committee,  
 on pain of forfeiture of the goods, &c.  
 and one hundred pounds a day during  
 the detention of the ship. *Charter-  
 Party*, p. 7.

And Owners neglecting to send out bullion  
 to the amount of five hundred pounds  
 for the ship's extraordinary occasions,  
 shall pay to the Company twenty *per*  
*Cent.* on such sum they shall neglect to  
 send out. And if by means of such  
 neglect,



COMMANDER.

neglect, they shall be obliged to make use of any of the property of the Company, or draw bills upon, or require any advance of money by the Company, shall pay twenty *per cent.* thereon, over and above the value of the property used, or money drawn for, or advanced. *Charter-Party*, p. 13.

[*From Captains Instructions.*]

Not to lay out of the ship during her stay in the Downs, or in any other place of danger.

[*From Acts of Parliament.*]

Not to proceed on a voyage without coming to an agreement, in writing, and signed with the seamen or mariners, for their wages, declaring what wages each is to have, and what voyage they are shipped to perform; in case any seamen, &c. (except apprentices) are carried out without making such contract with them, the Commander shall forfeit five pounds for every such seaman he shall carry to sea, without entering into such agreement with. Act 2d George II. and continued.

[*From Manifest Act.*]

Of ship on board of which goods shall be shipped for exportation to foreign parts,  
upon

**COMMANDER.**

upon demand to produce and deliver to each and every officer of the Customs who shall come on board, either within the limits of any part of Great Britain, or within four leagues of the coast thereof, each and every cocquet delivered to him by the proper officer of the Customs at the port or places where the ship shall have been cleared out, for the inspection and examination of every such officer, under the penalty of one hundred pounds; and if such officer shall find any goods on board not to correspond with the cocquet so produced, he is to seize the said goods, which shall be forfeited; or if such officer shall discover that any of the packages endorsed on the cocquet so produced are not on board, the Commander shall forfeit twenty pounds for each and every package contained in such cocquet, and not found. Act 26 George III. cap. 40.

[*From Register Act.*]

And such of the Owners as shall attend at the time of obtaining the certificate of registry of the ship shall give security, by bond, in the penalty of (if the ship exceeds the burthen of 300 tons) one thousand pounds, the condition of which bond is, that such certificate shall not

COMMANDER.

be sold, lent, or otherwise disposed of, that the same shall be solely made use of for the service of the vessel for which it is granted; and that in case such ship shall be lost, taken, burnt, or otherwise prevented from returning to the port to which she belongs, the certificate, if preserved, shall be delivered up within one month after the arrival of the Commander in any port, or place in his Majesty's dominions, to the Collector and Comptroller of the port, or Governor, Commander in Chief, &c. If any foreigner shall become intitled to the whole, or any share in such vessel, and the same shall be within the limits of any port of Great-Britain, Guernsey, Jersey, Man, or the British colonies or territories, then the certificate shall be delivered up, within seven days of such transfer, to the persons authorized to make registry, &c. &c. Mediterranean passes to be delivered up at the same time.

Liable to a penalty of one hundred pounds if he shall wilfully alter, erase, obliterate, or in any wise hide or conceal the name of the vessel and port to which she belongs (which are to be painted on the stern in white or yellow letters on a black ground, of a length of not less than four inches, within one month from the time of register) or cause, or permit the same to be done,

## COMMANDER.

or shall in any document, or verbally describe to officers of revenue, such vessel, by any name other than that by which she was first registered.

Shall, upon demand, produce the certificate of registry to the principal officers of every port in his Majesty's dominions, or to the British Consul, or chief British Officer in any foreign port, in order to satisfy them that she has been properly registered, under the penalty of one hundred pounds. Act 26th George III. cap. 60.

## General Information.

Not to be removed by Owners after regularly appointed and confirmed, without giving such reasons as shall be satisfactory to the Court. 47th *Bye Law*.

Who shall decline proceeding on the voyage assigned him, unless prevented by illness, and that certified to the satisfaction of the Court by physicians of eminence, be disqualified from commanding any ship in the Company's service. *Order of Court, 8th Feb. 1788.*

For what he is permitted to receive for passengers, and the penalties he is liable to for carrying out and bringing home persons illegally, and what constitutes illegality in this particular. See "Passengers."

Penalties he is liable to for shipping or unshipping goods illegally. See "Illicit Trade."



COMMANDER.

Allowance of private trade in India. See

“ Privilege outward and homeward.”

[*From Charter-Party.*]

To permit the Company's officers at all times to come on board; if sailing shall lie by for them, shall civilly treat and entertain the said persons with food and lodging during their stay, to permit them to put locks on the hold, or seal the hatches, and to take a survey of the ship in every part. *Charter-Party*, p. 3.

To obey the orders of the Court of Directors, or any Committee, or the Governors, Agents, Chiefs, Factors, or assigns, who may displace and restore the Commander.

Or any of the officers not conforming to such displacing, &c. renders the Charter-Party void. *Charter-Party*, p. 4.

Or Owners not to sell, or suffer any other person to sell to the Commander, or any other officer, his or their place or office; offenders forfeit to the Company all and every the monies and gratuities so received. *Charter-Party*, p. 4 & 5.

Not to alter any bale or package after its coming on board, by cutting off the luggs of the bales, or otherwise, on pain of forfeiture of half the freight thereon, and making good the damage that shall arise thereby. *Charter-Party*, p. 7.

For every bale of cloth, or other goods, that shall be opened or altered on board, during the voyage, the Owners and

## COMMANDER.

Commander forfeit ten pounds, unless notice is given thereof to the Company, within ten days after the ship's arrival in the river Thames. *Charter-Party*, p. 7 & 8.  
Pepper shot loose between decks, freight will not be paid for.

And Owners shall pay or allow the prime cost of goods, lost outward and homeward, with thirty *per cent.* thereon. *Charter-Party*, p. 8.

To keep true and exact diaries and journals of the ship's daily proceedings, from her first taking in goods in the river Thames, to her return and discharge of her cargo in England, and of the wind and weather, and all remarkable transactions, accidents, and occurrences during the voyage, and shall register in particular books for that purpose, true and perfect accounts of all private and other trade, that shall be carried on, and of all goods, bullion, and passengers, that shall be taken into and delivered out of the ship, outward, homeward, or in the East-Indies, &c. with the quantities, qualities, marks, and numbers of each parcel, for whose account, of whom received, and to whom delivered, or to be delivered, and the names of the passengers, and the places they were taken in at, and where landed and delivered; which books the Company's servants abroad may inspect and copy, and on the return of the ship to England, the books

## COMMANDER.

books aforefaid are to be delivered unaltered to the Company, upon oath, if required, and in case the Commander shall not deliver the fame, and if required make oath, that fuch books do contain a true and perfect account of the acts, proceedings, &c. &c. as aforefaid, it fhall be deemed that fuch fhip has deviated from her intended voyage, and has taken in and traded with and for unlicensed goods, and his goods brought as private trade, fhall be forfeited to the ufe of the Company; and moreover, and until fuch delivery the Company may retain a moiety of fuch freight and demorage, as fhall be due and payable to the Owners. *Charter-Party*, page 10 & 11.

Or any other officer of the fhip not to furnifh any of the feamen with money, liquors, provifions, or neceffaries, beyond the value of one-third part of what the wages of fuch feamen fhall amount to at the time (except what they fhall take up for dead mens' clothes bought at the maff) nor for a higher profit upon fuch monies, liquors, &c. &c. than after the rate of forty *per cent.* advance in time of peace, and feventy *per cent.* advance in time of war, upon the real coft; in case any charge is made at a greater price than aforefaid, no deduction for the fame will be made from the pay of the feamen for the excefs; but

## COMMANDER.

but the Company may retain the exceedings out of the freight payable, and apply the same to Poplar hospital. *Charter-Party*, p. 12.

[*From Captains Instructions.*]

Will be punished for suffering casks of spirits to be opened in the lazaretto, or elsewhere, under the deck; whenever any cask, great or small, is to be opened, it must be brought upon the upper deck, and there drawn off.

In case the ship should be damaged, to direct a survey to be taken by the artificers, and report their opinions in writing of the condition of such part as may be damaged, &c. and of what steps they shall judge necessary to be taken for the reparation thereof; and if she should spring a leak, that the quantity of water she makes, be particularly remarked.

If there should be a deficiency of provisions, or water, or any other necessary stores, to direct the proper officers to survey the same, and report, in writing, the condition thereof, and from what the deficiency or damage has arisen, and likewise the quantity of each article remaining on board, and their opinion how long they will serve,

In case of sickness on board, to see the surgeon does every day deliver a list of the sick, and their respective disorders.

To



COMMANDER.

To take care that every particular, relating to the three last mentioned paragraphs, be duly entered on the log-book, and on the other journals, which are ordered to be kept on board the Company's ships.

To call a consultation of his officers, and to take their opinions, beginning with the youngest, before he takes the ship into any port, or place, prohibited by his instructions, all the opinions to be entered on the log-book, and signed therein. For what is further necessary to be done, before and after any deviations of this kind are made, the Commander should refer to his instructions, as a strict adherence to the orders therein is the only means to prevent the heavy penalties the Owners and Commander are liable to, by a clause of the *Charter-Party*, being levied.

Seducing away, or conniving at any of the Company's soldiers, or seamen, coming on board his ship, or not delivering them to the settlement they belong to, or such other settlements as lay in their way after their dispatch from any place; such Commander will be dismissed the Company's service.

[*From Acts of Parliament.*]

Of a ship of the burthen of 200 tons, or upwards, and mounting 16 guns or more, in which goods shall be laden,  
yielding

## COMMANDER.

yielding up the said goods to pirates, without fighting, rendered incapable of taking charge of any English ship; taking upon him the command of any English ship thereafter, to be imprisoned for six months.

Not to quit his ship, being at sea, on any pretence, having discovered a ship to be a pirate.

Of a ship under the burthen of 200 tons, and mounting less than 16 guns, yielding the goods to pirates, not having double the number of guns, without fighting, liable to same penalties.

Of his Majesty's ships of war, or of any other English ships, may seize such ships and masters so offending.

Allowances made to those who shall defend ships attacked by pirates, and bring them safe to port; and if the ship assaulting shall be taken, such benefit and share to be distributed among the crew, as is usually practised in private men of war.

That shall wilfully cast away, burn, or destroy, the ship to which he belongs, or procure the same to be done, shall suffer death as a felon. *Act of 22d and 23d of Charles II.*

Forcing any man on shore, or wilfully leaving him behind when abroad, if in condition to return, to suffer three months imprisonment without bail or main-

## COMMANDER.

mainprize. *Act 11th and 12th of William III.*

Or any other person trading with a pirate by truck, barter, exchange, or any other manner, or shall furnish stores or provisions, or shall fit out any vessel with design to trade or correspond with any pirate, or sea-robber, knowing him so to be, shall be deemed guilty of piracy, &c. and the goods and vessel forfeited. Forcibly boarding any merchant vessels, and throwing overboard or destroying any of the goods or merchandize, deemed piracy.

Not to advance to any seaman while abroad any money or effects on account of wages, exceeding half what shall be due at the time of such advance, on pain of forfeiting double the sum advanced, to be recovered by the informer. *Act 8 George I. Company's orders (Charter-Party, p. 12.)* limit the advance to one-third of what shall be due.

Liable to a penalty of three hundred pounds, if any foreign spirituous liquors are found on board within the limits of any of the ports of Great Britain, exceeding the quantity of one hundred gallons, over and above the quantity of two gallons for every seaman then on board, and being in casks, under sixty gallons. *Act 19 George III. p. 69.*

## COMMANDER.

Not to hoist any pendant or ensign usually worn by the vessels in the service of the Navy, Customs, or Excise, on penalty of five hundred pounds. Act 24 Geo. III. cap. 47.

[*Register Act.*]

What is necessary to be done by, when vessels are repaired in foreign ports. See "Vessels."

*Information relative to Voyage home.*

[*From By-Laws and Resolutions of the Court of Directors.*]

Not to permit the hatches of his ship to be opened on his arrival in the river Thames homeward, till the Master-attendant, or his Assistant, has been on board to examine the state of the hold, &c. See *Appendix*, p. 8.

Liable to a penalty of one hundred pounds for every sixty cubical feet left in the hold proper for the stowage of goods. See *Appendix*, p. 7.

Not to quit his ship 'till she has passed Gravesend homeward. See *Appendix*, p. 22, altered by the Manifest Act.

To pick men from his crew to work in ship's hold during the delivery. See *Appendix*, p. 22.

[*From*



[*From Charter-Party.*]

COMMANDER.

Not demanding in writing in due time before the ship's departure, on her return home, goods to complete the full Charter-Party tonnage, renders the Owners and Commander liable to pay freight for deficient tonnage, *Charter-Party*, p. 6.

Touching homeward at the Island of Ascension, or sailing from St. Helena in the night season, without leave from the Governor and Council under their hand, incurs a penalty of two hundred pounds. *Charter-Party*, p. 9.

Touching homeward (without inevitable necessity) at Barbadoes, or at any other place in America, without particular orders in writing, shall pay or allow ten pounds *per* ton, for every ton the ship is let for.

Putting into any of the Western Islands, or Plymouth, or any port of England and Ireland, or any other port of Europe (danger of the seas excepted, and unless so directed by the Company, &c.) forfeits five hundred pounds; and also the same sum *per* day the Company are subject to for demorage on other occasions, for every day the ship shall remain in such port, or shall lose by going there. See *Charter-Party*, p. 10.

COMMANDER.

Not producing a certificate of short tonnage, or deficiency of loading homeward, from Company's Agent abroad, no claims will be admitted, or allowance made for such deficiency; and also unless such short tonnage be made to appear on the ship's arrival in the river Thames, upon a survey to be there made; but no such survey shall be taken, or allowance made, in case bulk shall be found to have been broken before demand for such short tonnage is made. *Charter-Party*, p. 15.

No allowance to be made to, for the quarter *per cent.* freight on diamonds, bullion, &c. licensed by the Company to be sent home or carried from port to port, &c. unless he makes discovery of the whole put on board, upon oath, if required, together with the names of the persons to whom the same belong, and to whom, and when, and where delivered. *Charter-Party*, p. 16.

[*From Captains Instructions.*]

Orders received by him, from the Secret Committee, or the Company's Governors and Chiefs, &c. or his Majesty's Naval Officers, are to be preserved together, and on the ship's return delivered to the Secretary.

To

COMMANDER.

To take a receipt from the Governors, &c. for each and every packet for the Company's Agents, which receipts are to be produced on the ship's return.

Not to proceed on his homeward voyage without having at least, thirty-five barrels of serviceable gunpowder ; not having that quantity to be protested against for all losses and damages that may ensue.

To take care to ship at the port where he shall take in his lading for Europe, such a sufficient stock of water and provisions as, with the addition of those articles usually procured at St. Helena, will fully last to England ; and to enable the Court to judge if this order is duly complied with, he is, at the period of time nearest his dispatch for England, to deliver to, if at Fort St. George, Bombay, or Fort Marlbro', " the Secretary ;" if at China, " the Supra-Cargoes ;" or, if at Bengal, " to the Person employed to dispatch the ship," an account of the quantity of water, and of every species of provisions on board, with the time it is calculated to serve, reckoning in the calculation the consumption of the passengers as well as the ship's company, which account must be dated and signed by the Commander for the time being. Neglecting or refusing

## COMMANDER.

sing to comply with this order, subjects him to a penalty of fifty pounds.

Not to put into the Cape homeward on any pretence, except disabled by storms, or inevitable necessity, unless ordered by the Secret Committee, on pain of putting the Charter-Party covenants in suit for breach of orders.

To be particular in the delivery of the abstract books of journals and remarks, with the chart of the ship's track, which will be required before passing the ship's accounts.

To produce the muster-roll of the ship's company to the Company's Officers, who shall come on board at St. Helena to search if any deserters are on board, if any are found, they must be delivered on shore there; and in case of a refusal on the part of the Commander to assist therein, the Charter-Party penalties will be inflicted.

[*From Act of Parliament.*]

To make true report, if called upon, both inwards and outwards, and answer, upon oath, such questions as shall be put to him relative to the voyage and navigation of his ship, under the penalty of one hundred pounds for every neglect or refusal so to do. Act 24 George III. cap. 47.

Before



[*From Manifest Act.*]

COMMANDER.

Before a ship shall be cleared out for Great Britain with any commodities whatever, from any port or place within the limits of the Charters granted to the East-India Company, shall deliver the manifest or contents of the cargo in writing to the person who shall deliver the last dispatches for each ship respectively bound for Great Britain, who is required to be a servant of the said Company of not less than seven years standing; and in respect to ships from China, such manifest to be delivered to the Company's Supra-Cargo there, who respectively shall cause a duplicate to be made, and shall endorse on the original manifest his name, with the day and year on which the same was produced, and shall then return the said original manifest to the Commander on or before the clearing of the said ship. Respecting India and China, amended by 27 George III. cap. 32, as above-mentioned. For necessary particulars of manifest, see "Goods."

Importing goods without a manifest or contents in writing, or that shall not be included or described therein, or shall not agree therewith; in each and every such case, the Commander shall forfeit a sum equal to double the value of such goods,

## COMMANDER.

goods, together with the full duties payable on the same.

Shall on his arrival within four leagues of the coast of Great Britain produce, upon demand, such manifest or contents, in writing, to such Officer of his Majesty's Customs as shall first come on board for his examination, and shall deliver to such Officer a true copy thereof, which copy shall be provided and subscribed by the Commander, and the Officer to whom the original manifest shall have been so produced shall certify on the back thereof, that the same was produced, and also the day and year when the same was produced, and such copy aforesaid was to him delivered; and upon the arrival of the ship within the limits of any port where the cargo or any part is to be landed, to produce the original manifest to the first Officer who shall come on board, and shall deliver to him a true copy thereof, which he is to certify as before directed, which *two copies* of the manifest *are all* that the Commander is required to give, but he is to produce his manifest, with the certificate on the back, to any Officer that may come on board within such limits.

Not producing his manifest upon demand, and not giving a copy thereof as before directed, or not giving a true account of the destination of his vessel, in order  
to

**COMMANDER.**

to evade the production of the manifest, shall forfeit a sum equal to double the value of the goods, together with the full duties due and payable thereon; Officers refusing to certify the production of the manifest, and the delivery of such copies, forfeit one hundred pounds.

And persons next in command suffering bulk to be broken, either within the limits of any of the ports of Great Britain or within four leagues of the coast thereof, before the ship shall come to the proper place for the discharge of her cargo, and shall be there duly authorized by the proper officer to unlade the same, shall forfeit the sum of two hundred pounds, except in case of unavoidable necessity and distress of weather, of which necessity, &c. the Commander shall give notice to, and together with two or more of the mariners on board such ships, shall make proof on oath before the Collector, or other chief Officer of the Customs of the port within the limits of which such necessity, &c. shall happen, or before the Collector, or other chief Officer of the first port in Great Britain within the limits of which such ship shall afterwards arrive, if the said necessity, &c. shall have happened not within the limits of any port, but within four leagues of the coast of Great Britain.

d

And

COMMANDER.

And persons next in command altering, defacing, or breaking the marks or seals put upon the packages of goods by the Officers of the Customs, not stowed in the main-hold, or suffering the same to be done, shall forfeit two hundred pounds.

Within twenty-four hours after the arrival of his ship at such places respectively as shall be hereafter appointed by the Commissioners of the Customs (Gravefend) to make entry upon oath of the built, burthen, contents, and lading of such ship, with the particular marks, numbers, and contents of every parcel of goods then laden on board to the best of his knowledge and belief, under the penalty of the forfeiture of one hundred pounds; and the Commander shall, at the time he makes his entry, deliver to the Collector; &c. the manifest as before directed; if he refuses to deliver the said manifest to the Collector, &c. at the time he makes his entry upon oath, shall forfeit two hundred pounds.

Reporting packages, not found on board, or if the goods reported shall not agree with the manifest, or if either the report or manifest shall not agree with the cargo found on board, the Commander shall forfeit two hundred pounds: It is nevertheless provided, that in case any goods shall be imported without such manifest as before directed, or in case the manifest shall not agree with the report,



COMMANDER.

port, or shall be defaced or incorrect or shall not agree with the goods on board, and it shall be made to appear to the satisfaction of the Commissioners of the Customs, that the cargo was wholly taken on board in foreign parts, naming the places, and that no part has been unshipped since taken on board, and that the manifest has been lost without fraud or collusion, or that the same was defaced by accident, or incorrect by mistake; in such case the penalties shall not be incurred: Provided also, that in case any goods shall from urgent necessity be taken on board in foreign parts after such manifest shall have been attested as before directed, a separate manifest to be made out, which shall be subject to every provision before-mentioned.

Throwing overboard, staving, or in any manner destroying, except in case of unavoidable necessity, proof of which must be made, any goods on board after the arrival within the limits of any port in Great Britain, or within four leagues of the coast thereof, or after the production of the manifest (whether such goods shall be inserted in the manifest or not) shall forfeit two hundred pounds.

From and after the 1st of August 1786, to give security by bond in the penalty of two hundred pounds, with condition

d 2

that

## COMMANDER.

that he will not therefore land or cause to be landed any goods, in any part of this kingdom, in any manner which are or shall be prohibited by law, or take the same on board in order to their being so landed, or be any-wise concerned or assisting in fraudulently importing, unshipping, or landing the same, and will not hinder, molest, or oppose any of the Officers of the Customs or Excise, or any other person assisting them in the execution of their employ.

Of ship arriving from foreign parts shall not pass such usual places or such other places as may hereafter be appointed by the Commissioners of the Customs, without bringing to and receiving the Revenue Officers on board, or being outward-bound shall not pass without bringing to in like manner, for the purpose of the cargo being examined, and of relieving or landing such Officers, unless in case of unavoidable necessity, to be made appear to the satisfaction of the Commissioners of the Customs; and that every Commander who shall pass without bringing to for the purposes aforesaid, shall for each and every offence forfeit one hundred pounds.

To permit Revenue Officers, properly authorized, to examine the ship and cargo at all times, to have free access to the cabin, and every other part of the ship; and in case any places in  
any

COMMANDER.

any part of the ship, or any chests, boxes, or other thing contained therein, shall be locked, or in any manner fastened, and the keys shall be with-held, or the places shall not be opened, on their requiring the same, of the Commanding Officer of the ship, such Revenue Officer, if of a degree superior to tide-men, or watermen, are authorized to open the same in the best manner they can. *Act 26 George III. cap. 40.*

COPPER.

Regulations to prevent deficiency. See *Appendix*, p. 43.

DEVIATIONS.

Within six weeks after the homeward-bound ships are cleared, the Commander and Officers to be summoned to attend a Committee to account for deviations. The clerk to the Committee of Private Trade, within four weeks after the clearing of the homeward ships is to collect from the journals, and other papers, an account of the proceedings of the ship both outward and homeward, contrary to orders, and of deviations and loiterings, and state the same in writing to the Chairman and Deputy Chairman, &c. and if the Committee shall not within six weeks after, report such deviations, &c. were prudent, or necessary, the clerk to inform the Company's solicitor, who is to file a bill in the Exchequer against the Commander of such

## DEVIATIONS.

such ship, and against such other persons, Council shall advise to be necessary parties ; which suit is not to be stopped by any order or vote of the Court or Committee thereof. See *Appendix*, p. 5.  
For penalties on deviation. See "Com-mander."

## DIAMONDS

May be imported by individuals being duly registered and paying  $2\frac{1}{4}$  *per Cent.* upon the value which must be correctly stated in the register.

## DUTIES AND DRAWBACKS.

For duties payable to the King on all goods imported from the East-Indies and China after the 10th of May, 1787 ; and also the drawbacks allowed on exportation. See *Appendix*, p. 47. Duties payable to the Company. See "Privilege homeward."

## GOLD

May be imported by individuals, being duly registered, paying 5 *per Cent.* upon the value.

## GOODS

Intended to be carried out by Commanders and Officers to be petitioned for. See *Appendix*, p. 15.

Licensed to be shipped, to be brought to the East-India House, to be there viewed, in order to the tonnaging and registering the said goods.

The Company's mark to be put upon all goods and merchandize, with such additional marks the parties shall direct.

Found



## GOODS.

Found on board any of the Company's outward-bound ships, not licensed and marked, shall be forfeited, except thirteen or more Directors have signed an order for their being shipped. See *Appendix*, p. 28. & 29.

Brought home in Private Trade, not registered in India or China, forfeited. See *Appendix*, p. 29.

*Mem.* In the contract for wages, which the Commanders, Officers, and seamen, sign at the time of their being impressed, it is agreed by them, that all Private Trade goods shipped and unregistered, shall be forfeited to the use of the Company.

To be immediately brought after landing, and lodged in the Company's warehouse.

*Appendix*, p. 30.

Shipped in India or China, and registered at St. Helena, will not be allowed to pass, and the parties will be liable to the penalties incurred by illicit trading.

*Captains Instructions.*

Sales of, imported in Private Trade regulated as follows, viz.

Ships that clear on		to sell between	
or before	1st Jan.	1 &	15th April
ditto—	1st April	ditto—1 &	15th July
ditto—	1st July	ditto—1 &	15th October
ditto—	1st Oct.	ditto—1 &	15th January

Found open on board East-India or China ships in ports of Ireland by Officers of the

## GOODS.

the port, to be packed up and sealed, and account thereof to be transmitted to the Commissioners of the Customs in London, and to the Chairman of the Court of Directors of the East-India Company. See *Appendix*, p. 37.

[*From Manifest Act.*]

Not to be imported unless the Commander shall have on board a manifest in writing signed by the Commander, containing the names of the several ports where the goods in such manifest shall have been laden, the name and built of the ship, and the true admeasurement or tonnage thereof, according to the register of the same, with the christian and surname of the Commander, and the port to which such ship belongs, and a true and particular account of all the cargo, and all packages of goods on board, with the respective marks thereon, and the particulars of the cargo which is stowed loose; and of the following particulars, in words at length, viz. the several and respective numbers of the packages, with a description thereof, whether leaguer, pipe, butt, puncheon, hoghead, barrel, or other cask, or package, describing the same by its usual name, or whether  
cask,

## GOODS.

case, bale, pack, truss, chest, box, bundle, or other package, describing the same as it is usually called.

Not stowed in the mainhold, the Officer of the Customs who shall first go on board, shall mark, or seal, the several packages of, which mark or seal shall not be defaced, altered, or broken before the goods shall be landed, on penalty of two hundred pounds. Act 26 George III. cap. 40.

## ILLICIT TRADE, &amp;c.

Reward offered to any person, who shall make discovery of such importations, of one half of what the Company shall recover and receive over and above all other rewards by law allowed. See *Appendix*, p. 3.

Reward offered to any person who shall inform and sue for the forfeitures accruing by virtue of any persons trading into and from the East-Indies contrary to law, when, and as the same shall be recovered and received, of one-fourth part more than before allowed, making together one moiety of what shall be recovered and received by means of such suit or information. See *Appendix*, p. 4.

When any suit is ordered to be brought against persons on account of illicit trade, the proceedings thereon not to be stayed at any time after the next subsequent Court, by any order or vote of the  
e Court,

## ILLICIT TRADE, &amp;c.

Court, or any Committee thereof. See *Appendix*, p. 6.

And by an Act of 21 *George III.* cap. 65.

It is enacted, That in case the Court of Directors, shall order any suit at Law or Equity, to be brought against any person for trading to or from the East-Indies, without or beyond, the license of the East-India Company, or for any offences or misbehaviour of any person in his employment in the East-Indies, it shall not be lawful for the said Court to put a stop to such suit, or to mitigate the penalty or damages sought, before a final decree shall be obtained.

Persons trading to the East-Indies unlawfully (that is to say, without license from the East-India Company, to whom the exclusive trade is granted) incur the forfeiture of the vessel, with all its furniture, &c. the goods and merchandize laden thereon, and all the proceeds and effects of the same, and also double the value thereof.—Act 9th and 10th *William III.* cap. 44, and continued 21st *George III.* cap. 65. also liable to imprisonment—Act 7th *George I.*—and declared guilty of a high crime and misdemeanor, and liable to imprisonment, corporal punishment, or fine, one moiety of which to the King, the other to the informer; may be seized, sent to England, and committed



ILLICIT TRADE, &c.

mitted to gaol.—Act 9 *George I.* cap. 26.

Goods laden in the East-Indies, &c. upon English ships, with intent to be transported out of, and from thence shall be brought to Great Britain, and there unladen (except stores for St. Helena) danger of seas, &c. excepted, on pain of forfeiting all such goods, or the value thereof, moiety to the King, and moiety to the informer. 6 *Anne*, cap. 17.

East-India goods not to be imported into Ireland, Jersey, Guernsey, Alderney, Sark, or Man, from any place other than from Great Britain, under the penalty and forfeiture of all such goods, or the value thereof, as also of the ship or vessel importing the same, with her furniture, &c. one moiety to his Majesty, and the other to those that shall seize, inform, or sue for the same.—

Act 7 *George I.* cap. 21.

No person to procure, solicit, or act under any commission, authority, or pass from any foreign prince, to sail, or go, or trade, in or to the East-Indies; every person so offending, forfeits for every offence the sum of five hundred pounds.—Act 5 *George I.* cap. 21,—and continued.

Contracts for supplying ships, in the service of foreigners, designed for the East-Indies, with merchandize, &c. and all

## ILLICIT TRADE, &amp;c.

agreements for wages of any person serving on board, are declared to be void,

Persons repairing to the East-Indies contrary to law deemed traders, and all goods there trafficked for, or purchased by any such offenders, or that shall be found in their custody, forfeited, together with double the value thereof.

Goods, merchandize, &c. shipped for the East-Indies, not licensed, and all goods, merchandize, &c. that shall be taken out of any ship in her voyage homeward from the East-Indies, before her arrival in England, are forfeited, together with double the value. Act 7 *George I.*, cap. 21.

Vessels fitted out, designed to trade with, supply, or correspond with any pirate, and all goods and merchandize put on board, with intent to trade with any pirate forfeited, half to the King, and half to the informer.—Act 8 *George I.*

All persons concerned in illicit trade, shall, over and above the duties by law payable to the King, forfeit to the East-India Company one hundred pounds *per centum*, according to the value in England, of the goods, &c. so trafficked or dealt in.

All persons in the service of the Company, who shall carry or send, or cause to be put on board any ship in the service of the said Company, any artillery, ordnance,

## ILLICIT TRADE, &amp;c.

nance, fire-arms, ammunition, or war-like store, of any kind, without the license of the Company, for the purpose of disposing of the same in the East-Indies, shall be deemed guilty of a high crime and misdemeanor, and liable to corporal punishment, or fine.—See Extract, 10 *George III. Appendix*, p. 32. & 33.

If any goods shall be unshipped at sea on the voyage homeward (unless in case of necessity, or other lawful reason, of which notice must be given, and proof made before the chief Officers of the Customs, at the first port of this kingdom, the ship shall arrive at) all such goods, and the ship, vessel, or boat, into which the same shall be taken, shall be forfeited and lost, and the master and commanding officer having charge of such ship, from which such goods shall be taken, knowingly permitting the same, and every other person aiding and assisting, or concerned in the unshipping or receiving such goods, shall forfeit treble the value thereof.

If any wine, brandy, or other goods, shall be put on board any ship or vessel, employed in the service of the East-India Company, at sea, after such vessel has been cleared outwards, and departed from the port of London (excepting such provisions and stores necessary for the

## ILLICIT TRADE, &amp;c.

the voyage) all such wine, brandy, &c. shall be forfeited and lost, and the master or commander knowingly permitting such goods to be so taken on board, and every other person concerned in the unshipping or receiving of the goods, shall forfeit treble the value thereof. Act 17 *George III.* cap. 41.

Persons who shall be found aiding or assisting in unshipping any goods or merchandize, customs and other duties, not being paid or secured, may be stopped and detained by any Officer of the Customs or Excise, or their assistants; and may be carried before a Justice of Peace, who may commit them to prison to be tried at the Quarter Sessions, and on conviction may be sentenced to hard labour in the house of correction.

Persons rescuing, or attempting to rescue goods seized, or shall break or destroy any package in which goods seized shall be contained, liable to same punishment. Act 19 *George III.* cap. 69.

Persons not to be concerned in any trade from India or China, by the way of Suez, or by any other channel to Europe; for so doing, liable to the forfeiture of double the value of the goods.—Act 21 *George III.* cap. 65.

All offences committed after the 1st January, 1787, against any law in force for securing the exclusive trade to the East-India



**ILLICIT TRADE, &c.**

India Company, and all forfeitures and penalties to be incurred, after the same period, for illicitly trading, or being in the East-Indies, or for doing any other act against the said laws may be prosecuted, sued for, and recovered, in the supreme Court of Judicature in Bengal, or in the respective Mayors Courts of Fort St. George and Bombay, in the same manner as at Westminster, which Courts may give judgment, and carry into execution, and may order offenders to be conveyed to Great Britain.

Persons whose licences to go to, or trade, traffick, or reside in the East-Indies shall have ceased, or who shall have been dismissed, or resigned the Company's service, and shall be found within the limits of the Company's exclusive trade, after the expiration of the time allowed for their departure, shall be deemed to be subject to the penalties and forfeitures, &c. of trading, &c. without licence. 26 George III. cap. 57.

**INSPECTOR.**—to visit the homeward-bound ships daily, to see the Company's regulations for working out ships are properly carried into effect.—See *Appendix*, p. 24 *letter 12<sup>th</sup> Dec. 1792*

**LUMPERS.**—Not to be employed in the ships, or crafts, except as tackle-men. See *Appendix*, p. 22.

Informa-

## Information relative to Voyage out.

[ *From Orders of Court.* ]

### MATES.

Qualification of, as to age, and the number of voyages necessary to have been performed.—See *Appendix*, p. 25.

Oath of.—See *Appendix*, p. 27.

To deliver into the Court of Directors, within ten days after they are approved, their petition for goods intended to be carried on their privilege.—See *Appendix*, p. 15.

Neglecting or refusing to comply with the rules and others established to prevent irregular shipping of goods in private trade, their petitions for such goods, will be void, and the goods not allowed to be shipped off.—See *Appendix*, p. 16.

In command liable to pay the charges of inlisting, &c. of soldiers deserting from ships at Gravesend, or in the Downs, &c. when any desertion shall happen, and to be dismissed the service, unless he can exculpate himself.—*Order of Court the 9th August, 1758.*

And other officers not to come on shore after the Commander has taken leave without the Court's Order.—*Order of Court, 14th January, 1768.*

[*From Acts of Parliament.*]

MATES.

Or Mariners refusing to proceed on the voyage after having signed a contract to perform the same, may be committed to the house of correction, and there kept to hard labour, not exceeding thirty days, or less than fourteen.

Or Mariners absenting themselves from the ship, without leave from the Commander, or chief Officers, shall, for every day's absence, forfeit two days pay.—  
Act 2d *George II.* and continued.

From and after the 1st of August, 1786, to give security, by bond, in the penalty of two hundred pounds, with condition that they will not thereafter land, or cause to be landed, any goods in any part of this kingdom, in any manner which is, or shall be prohibited by law, or take the same on board, in order to their being so landed, nor be anywise concerned, or assisting in fraudulently importing, unshipping, or landing the same, and will not hinder, molest, or oppose, any officers of the Customs or Excise, or any other person assisting them in the execution of their employ.  
Act 26 *George III.* cap. 40.

## General Information.

[From Charter-Party.]

## MATES.

Chief and Second Mates, each of them to keep true and exact diaries and journals of the ship's daily proceedings, from her first taking in goods in the river Thames, to her return and discharge of her cargo in England, and of the wind and weather, and all remarkable transactions, accidents, and occurrences during the voyage, and shall register in particular books, for that purpose, true and perfect accounts of all private and other trade that shall be carried on, and of all goods, bullion, and passengers that shall be taken into and delivered out of the ship outward, homeward, or in the East-Indies, &c. with the quantities, qualities, marks and numbers of each parcel, for whose account, of whom received, and to whom delivered or to be delivered, and the names of the passengers, and the places they were taken in at, and where landed and delivered; which books the Company's servants abroad may inspect and copy; and on the return of the ship to England the aforesaid books are to be delivered, unaltered, to the Company, upon oath of the persons keeping the same,  
if



## MATES.

if required ; and in case the respective persons shall not deliver the same, and, if required, make oath that such books do contain a true and perfect account of the acts proceedings, &c. &c. as aforesaid, it shall be deemed that such ship has deviated from her intended voyage, and has taken in and traded with and for unlicensed goods, and the goods brought as private trade, belonging to such persons respectively, shall be forfeited to the use of the Company ; and moreover, and until such delivery the Company may retain a moiety of such freight and demorage as shall be due and payable to the owners.

*Charter-Party*, p. 10.

Penalties they are liable to for shipping or unshipping goods illegally, &c. See "Illicit Trade."

[*From Acts of Parliament.*]

Or Mariners refusing to fight and defend the ship when called upon by the Commander, or shall utter any words to discourage others from defending the ship against pirates, shall for refusing or declining, forfeit all their wages with their goods in the ship, and suffer imprisonment not exceeding six months, and be kept to hard labour.

## MATES.

Or Mariners laying violent hands on the Commander, whereby to hinder him from defending his ship, &c. shall suffer death as a felon.

And Mariners, allowances made to those who shall defend ships attacked by pirates and bring them safe to port, and if the ship assaulted shall be taken, such benefit and share to be distributed among the crew, as is usually practised in private men of war.

Or Mariners that shall wilfully cast away, burn, or destroy the ship to which they belong, or procure the same to be done, shall suffer death as a felon. Act of 22d and 23d *Charles II.*

Or Mariners deserting ships abroad, forfeit the wages due to them. Act of 11th and 12th *William III.* and 2d *George II.* and continued.

Or Mariners maimed in fight against pirates to be admitted into Greenwich Hospital, in preference to those disabled by age. Act 8th *George I.*

## Information relative to Voyage home.

[*From Orders of Court.*]

Not to quit their ships till arrived at their moorings.

No ship to be left while working out, without two sworn Officers on board, and

**MATES.**

and the Fifth or Sixth Mate, who are not to sleep on shore, or quit the ship on any pretence whatever, till relieved. See *Appendix*, p. 22.

[*From Acts of Parliament.*]

Or Mariners leaving ships after the arrival home, before they are discharged by the Commander in writing, unless entering into the service of his Majesty, shall forfeit one month's pay. Act 2d George II. and continued.

**MANIFEST**, form of.—See *Appendix*, p. 42.

**OFFICERS OF REVENUE.**

Stationed on board East-India or China ships in ports of Ireland, are to prevent persons going on board the same, unless they produce a licence; persons resisting or obstructing such Officers in said duty, to forfeit five hundred pounds. See *Appendix*, p. 38.

Any person maliciously shooting at or upon any vessel belonging to the Navy, or in the service of the Customs or Excise, within the limits of any ports, &c. of Great Britain, or within four leagues of the coast thereof, or if any person being on shore or on board any vessel shall maliciously shoot, or dangerously wound, any Officer of the Navy, Customs, or Excise, or any person aiding or assisting such

OFFICERS OF REVENUE.

such Officers, when acting in the execution of his duty, the persons so offending deemed guilty of felony; persons charged with this offence, not surrendering when ordered, or escaping after surrendering, deemed guilty of felony, and to suffer death; persons harbouring such offenders, after the time appointed for their surrender, deemed guilty of felony, and to be transported for seven years.

Any person obstructing Officers of the Navy, Customs, or Excise in the execution of their duty, shall be sentenced to hard labour on the Thames, for a term not exceeding three years.

If any person whatsoever shall offer or promise to give any bribe, recompense, or reward to, or make any collusive agreement with, any Officer of the Navy, Customs, or Excise, to do, conceal, or connive at any Act whereby the provisions made by any Act of Parliament relative to his Majesty's Customs or Excise may be evaded or broken, every person for each and every such offence (whether the same offer, proposal, promise, or agreement be accepted and performed or not) shall forfeit five hundred pounds.    Act 24 George III. c. 47.



[*From Orders of Court.*]

**PASSENGERS.**

A Commander is permitted to receive for Passengers outward, and such as return home for the benefit of their health, as under :

	£.
A General Officer — —	200
Gentleman of Council or a Colonel — —	150
Lieutenant Colonel — —	120
Senior and junior Merchants and Majors each — —	100
Factors and Captains each —	100
Writers, Lieutenants, and Ensigns each — —	80
Cadets entertained at the Commander's table, by the Commander's consent or the Company's orders each — —	60

taking more for the passage of any Writer, Lieutenant, Ensign, or Cadet than above-mentioned, to forfeit treble the sums taken beyond the sum allowed, and for the purpose of making the Commander liable, and securing the payment, the Commander is to give bond in the penalty of one thousand pounds. For further regulations respecting Passengers. See *Appendix*, p. 12.

A Com-

[*From Charter-Party.*]

PASSENGERS.

A Commander not to carry out; or from one port to another in India, or bring home any person without license in writing, on the penalty of fifty pounds for each passenger. *Charter-Party*, p. 11.

A Commander to receive on board all Passengers the Company's Presidents, &c. by writing shall direct to take their passage from one port to another in India, and provide them fit lodging and room for their provisions, the money to be paid for the same to be received by the President, &c. on the Company's account; Passengers from or to England, or from port to port in India, to be civilly and kindly treated; if they shall be abused, assaulted, imprisoned, or ill-treated, the Owners and Commander will forfeit fifty pounds. *Charter-Party*, p. 16.

[*From Orders of Court.*]

A Commander discharging in India, China or St. Helena, without the permission of the Company's Agents in writing, or collusively permitting to leave the ship, any person borne on the ship's books, will be considered as coming under the description of the clause in the Charter-Party (respecting Passengers with-

PASSENGERS.

without licence) and the Commander in addition to that penalty, will forfeit three hundred pounds.

A Commander who shall carry out or bring home any passenger or person without the leave of the Court of Directors, or persons impowered by them, (such Passengers not being borne on the books as part of the ship's company) shall forfeit the following sums, in addition to the penalty in the Charter-Party, viz.

	£.
For a male or female black servant, being a native of India, or other country, the sum of	20
For an European, or for a native of India being the child of an European,	— — 500

It must be certified to the Commander, upon the order for receiving black servants on board to take passage for Europe, that a deposit has been made to the amount of fifty pounds for each black servant, and the Commander is to refuse receiving the servant, unless the order is accompanied with such certificate; if a Commander disobeys in this instance, he is subject to the same penalties as for bringing home servants without leave, and liable to suspension for the first offence, and dismissal for

**PASSENGERS.**

the second. Upon his arrival in England, he is to deliver the order to the Clerk to the Committee of Private Trade.

A Commander entering on his books any person not absolutely intended as a part of his ship's company, or conniving at or suffering any one to proceed on board the ship under a feigned and fictitious character, will be considered as guilty of an evasion of orders, and liable to the Court's displeasure, and to the before-mentioned penalties. See *Appendix*, p. 11.



*Information relative to Voyage out.*

PRIVILEGE OUTWARD.

Commanders and Officers Privilege outward, established in 1773, 1785, and 1786.

The tonnage allowed outward to Commanders and Officers of ships of 755 tons burthen and upwards, is as follows; those of a less burthen to be allowed in proportion.

	Tons.	Feet.	Allowance of tonnage outward to the under-mentioned persons, viz.	
Commander	56	20	Captain's Steward	} each 10 feet.
Chief Mate	8	0	Ship's ditto	
Second Mate	4	0	Caulker	
Third Mate	3	0	Sail-maker	
Purser - -	3	0	Cooper	
Surgeon - -	3	0	Captain's Cook	
Fourth Mate	2	0	Ship's di to	
Fifth Mate -	1	0	Carpenter's 1st Mate	
Boatswain	1	0	4 Quarter-Masters	
Gunner - -	1	0	4 Midshipmen	
Carpenter -	1	0	Armourer	
			Midshipmen and Coxswain	
Tons	86	20		

*Mem.* Surgeons Mates are allowed, in every instance, the same privilege as Fourth Mates.

The COMMANDERS are allowed to ship any part of their privilege in lead, steel, rod, hoop, bolt and bar iron, anchors, grapnels, and red and white lead; the articles of anchors and grapnels not to exceed the weight of five tons.

## PRIVILEGE OUTWARD

The tonnage of the Commander's indulgence in gruff goods, goods by weight (not being metals) and other goods allowed to be carried out in Private Trade, and taken by measurement, is limited to the amount of thirty-eight tons.

The Officers are allowed to ship their respective indulgencies in lead, steel, rod, hoop, bolt and bar iron, red and white lead, and any gruff or measurable goods, not prohibited by the Company.

The tonnage of all wheel-carriages to be ascertained from the most accurate estimate of the solid contents of the wheels and carriage, and the body to be taken according to the actual measure of the case in which it shall be packed.

The tonnage of wine and other liquors in bottles to be computed at the usual rate of thirty-six dozen to the ton.

It is to be observed as an invariable rule (unless in some very particular cases, of which the Committee of Shipping are to determine) that all articles in Private Trade (liquors as above excepted) which with their packages weigh more than they measure, be taken by weight, and such packages as measure more than they weigh be taken by measurement.

The Company do not permit to be exported, in Private Trade, cloth or any sorts of woollen goods, copper, warlike stores, clocks, toys, or other articles ornamented

## PRIVILEGE OUTWARD.

named with jewels, and bullion, except bullion in China ships; and should the Commanders and Officers of those ships, not be able to invest to the amount of the undermentioned sums respectively in goods, in that case the Court will permit them to carry out bullion to make up the amount, viz.

	£.
Commander -	3,000
Chief Mate - -	300
Second Mate - -	200
Third Mate - -	150
Purser - - -	150
Surgeon - - -	150
Fourth Mate -	100
Fifth Mate - -	50
Boatswain - -	50
Gunner - - -	50
Carpenter - - -	50
	<hr/>
	£.4,250
	<hr/>

The Commanders of China ships are further allowed to carry out separately to the amount of £.3000 in bullion for the purchase of gold, but the whole quantity of goods and bullion, as well as the coral and other articles hereafter-mentioned to be carried out, must not exceed the allowance of tonnage to each person as before-mentioned.

The

**PRIVILEGE OUTWARD.**

The Commanders and Officers of ships in the Company's service, are allowed to invest the following sums in coral, amber, coral beads, amber beads, pearls, emeralds, and any sort of precious stones, upon producing an invoice of the amount upon oath, and paying the same duties to the Company, and consulage or commission in India and China, as the traders in those articles pay for the same; and on all exceedings of these allowances they will further be charged freight by the Company for the same.

	£.
Commander -	2,000
Chief Mate -	500
Second Mate -	400
Third Mate - -	300
Fourth Mate -	300
Surgeon - - -	300
Purser - - -	300
	<hr/>
	£.4,100
	<hr/>

The preceding tonnage, and other allowances, are for the proper use and account of the aforesaid persons, and they are not on any consideration allowed to dispose of their own, or make use of the privilege of any other person whomsoever, unless the Court shall at  
any



## PRIVILEGE OUTWARD.

any time think proper to dispense with the same.

And further the Commander <sup>and Officers are</sup> is allowed to occupy all surplus tonnage whatsoever, to all parts of India, after sufficient room is reserved for kintlage, the Company's cargo, King's stores, passengers, recruits, and the usual privilege for the Company's officers, and may load any sort of goods whatever on such surplus tonnage. Woollens, copper, military and warlike stores excepted, ~~upon condition that the Commander pays the proceeds in specie, bonds or any other of the Company's securities into the treasury, where he imports in India for long bills, as at present granted to the Subscribers of the bonded debt.~~

## [Certificates.]

The Commanders and Officers are at liberty to pay any part of the produce of their outward adventure into the Company's cash in India, for which they may have certificates granted them on the Court of Directors, at the usual rates of exchange, not exceeding five thousand pounds sterling, during the course of the voyage, to be divided among them as under, which will become payable, a moiety in

**PRIVILEGE OUTWARD.**

in ninety days, and a moiety in 365 days  
after fight.

		£.
Commander	-	3,510
Chief Mate	- -	310
Second Mate	-	250
Third Mate	-	186
Purser	- -	186
Surgeon	- -	186
Fourth Mate	-	124
Fifth Mate	- -	62
Boatswain	- -	62
Gunner	- -	62
Carpenter	- -	62

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£. 5,000

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**STORES**

PRIVILEGE OUTWARD.

STORES allowed to be shipped outward,  
on the Victualling Bill, per each Ship, viz.

By whose Order  
the under-men-  
tioned are to be  
received on  
board.

Company's Husband or Assistant.	{ Ale, strong Beer, Cyder, Mum or Wine in Casks or Bottles, according to Bulk, accounting 36 doz. to the ton — — 11 tons
Sealers at Bo- tolph Wharf.	{ Beef, Pork, Bacon, Sewet and Tongues — 25 tons
Ship's Huf- band.	{ Beer strong and small in Casks (not Bottles) — 28 tons
Sealers at Bo- tolph Wharf.	{ Bread — — — 30000 weight
	{ Butter — — — 30 firkins
	{ Brandy and English Spirits 250 gallons
Ship's Huf- band.	{ Billet Wood — — 25000
	{ Brimstone — — 200 weight
	{ Coals — — — 15 chaldron
	{ Candles — — — 50 dozen
	{ Cheese — — — 50 cwt.
Sealers at Bo- tolph Wharf.	{ Chirurgery and Drugs 50l. value
Ship's Huf- band.	{ Canvas — — — 20 bolts
Sealers at Bo- tolph Wharf.	{ Confectionary — — 3 cases
	{ Flour — — — 70 cwt.
Ship's Huf- band.	{ Fish per Tale — — 7000
Sealers at Bo- tolph Wharf.	{ Grocery — — — 30 cwt
Ship's Huf- band.	{ Gunpowder — — 50 barrels
	{ Iron Shot — — 4 tons
Company's Husband or Assistant.	{ Iron for Store — — 4 tons
Ship's Huf- band.	{ Lime Juice — — 100 gallons

## PRIVILEGE OUTWARD.

By whose Orders  
the under-men-  
tioned are to be  
received on  
board.

Sealers at Bo- tolph Wharf.	{	Lead Shot of Sorts —	500 weight
	{	Mustard Seed — —	10 bushels
	{	Oatmeal — — —	50 bushels
<del>Ship's Hoc-</del> <del>head.</del>	{	Oil, Sweet and Lamp	300 gallons
	{	Oats, Barley and Bran	300 bushels
Sealers at Bo- tolph Wharf.	{	Oranges and Lemons	6 chests
	{	Oilman's Stores —	5 cafes
	{	Pease — — —	180 bushels
	{	Pitch — — —	20 barrels
Ship's Huf- band.	{	Red and White Herrings	
	{	and Salmon —	5 barrels
	{	Rosin — — —	600 weight
	{	Spare Cordage — —	5 tons
Sealers at Bo- tolph Wharf.	{	Sheet Lead for Store —	2 tons & a half
Ship's Huf- band.	{	Salt, White and Bay —	40 bushels
Sealers at Bo- tolph Wharf.	{	Slops — — —	2 chests
	{	Tobacco — — —	20 cwt.
	{	Tobacco Pipes —	100 grofs
	{	Tar — — —	20 barrels
	{	Turpentine — — —	3 barrels
	{	Vinegar — — —	6 hogsheds
Ship's Huf- band.	{	Water, what shall be thought fit, but not less than — —	40 tons
	{	Also one Cafe or Cask of Brandy, or strong Wa- ters, for each Seaman, not exceeding —	6 gallons

Boatswain's, Gunner's, and Carpenter's Stores  
as usual, that are not particularly before-  
mentioned, seeing them to be such.



**PRIVILEGE OUTWARD.**

Particulars of Stores, outward, allowed the under-mentioned Officers, as per Minute of the Committee of Shipping, 6th March, 1771.

Chief Mate—24 Dozen of Wine, Beer, or other Liquors  
                   2 Firkins of Butter  
                   1 Hundred Weight of Cheefe  
                   1 Ditto — — — Grocery  
                   1 Cask — — — Pickles

Second Mate—20 Dozen of Wine, Beer, or other Liquors  
   other Articles the same as Chief Mate

Third Mate—16 Dozen of Liquor  
                   2 Firkins of Butter  
                   1 Hundred Weight of Cheefe  
                    $\frac{1}{2}$  Ditto — — — Grocery  
                   1 Cask — — — Pickles

Fourth Mate—12 Dozen of Liquor  
   other Articles the same as Third Mate

Fifth Mate—10 Dozen of Liquor  
                   1 Firkin of Butter  
                    $\frac{1}{2}$  Hundred Weight of Cheefe  
                    $\frac{1}{2}$  Ditto — — — Grocery  
                   1 Cask — — — Pickles

Surgeon—14 Dozen of Liquor  
   other Articles the same as Chief Mate

Purser—The same as Third Mate

Gunner, Car-  
 penter, Boat-  
 swain, and  
 Surgeon's Mate } each the same as the Fifth Mate

And on Petition are usually further allowed as under :

The Chief,  
 Second Mate,  
 Purser, and  
 Surgeon } one Puncheon of Rum  
 The Third  
 Mate for the  
 Use of the Mess } Ditto

## PRIVILEGE IN INDIA.

*Bombay to China.*

The Commanders and Officers, in case the Governor and Council of Bombay have no better mode of employing those ships destined for China, to have the refusal of them for freight to China upon the following conditions, viz. To pay a sum *per Day*, for the hire, equal to the rate of demorage mentioned in the Charter-Party, with an addition thereto of a quarter part of the said rate of demorage from the date of the agreement with the Governor and Council, till the delivery of all the cargo in China; which period must not exceed eighty-four days, from the date of the agreement, on penalty of paying in addition to the above, on every day beyond that period, a sum equal to a quarter part of the rate of demorage, unless it shall appear to the satisfaction of the supra-cargoes that there has not been any unnecessary delays in the voyage, and that the said payments shall be made to the supra-cargoes at Canton within sixty days after the ship's arrival there; also that the freighters shall become responsible that the proceeds of all goods sent in the ships shall be tendered to the supra-cargoes at Canton for their bills  
on

PRIVILEGE IN INDIA.

on the Company, at the exchange settled by them for the season.

*Madras to China.*

In like manner the ships destined from Madras to China may be freighted by the Commanders and Officers, paying, *per* day, a sum equal to a moiety of the rate of demorage, and that the ship be unladen at China within seventy-four days after the date of the agreement, on penalty of paying double the said sum, *per* day, on every day beyond that period. Payment to be made to supracargoes within sixty days after arrival, and the proceeds of Goods to be tendered to them, &c. &c.

*Bengal to China.*

A ship bound from Bengal to China, the Commander and Officers may, in like manner, employ her on similar terms to those from Madras, except that the period by which she is to be unladen in China is to be extended to eighty-four days from the date of the agreement.

In case there shall be on board the ships, so let out, any articles consigned from England to China, such articles are to  
be

be delivered agreeable to their consignments, without any additional expence to the Company ; but in case the Governor and Council, at either of the above presidencies, shall have occasion to send any goods, merchandizes or stores (bullion excepted) on such ships to China, the Freighters to be paid for conveying them according to the rates of freight in use at the respective presidencies in regard to country ships.



PRIVILEGE HOMEWARD.

Commanders and Officers Privilege homeward, established in 1773, 1783, 1784, agreeable to the printed Lists of Indulgence and the Captains Instructions, with the Company's duties payable on each Article allowed to be imported; also a Specification of those Articles which are not *allowed to be imported*, and of those that are limited.

The tonnage allowed homeward to the Commanders and Officers of ships of 755 tons burthen and upwards is as follows; those of a less burthen are allowed in proportion.

	Commanders and Officers of China Ships.		Commanders and Officers of other Ships.	
	Tons.		Tons.	Feet.
Commander	— — 38	—	30	32
Chief Mate	— — 8	—	6	16
Second Mate	— — 4	—	4	32
Third Mate	— — 3	—	2	16
Purser	— — 3	—	2	16
Surgeon	— — 3	—	2	16
Fourth Mate	— — 2	—	1	24
Fifth Mate	— — 1	—	0	32
Boatswain	— — 1	—	0	32
Gunner	— — 1	—	0	32
Carpenter	— — 1	—	0	32
	Tons 67		Tons 54	0

*Mem.* Surgeons Mates are allowed the same tonnage homeward and every other privilege as 4th Mates.

PRIVILEGE HOMEWARD.

No charge will be made for exceeding of tonnage homeward, provided such exceeding is within the quantity of thirty tons, if the Commander has not refused to take on board any goods tendered to be laden on the Company's account.

N. B. Petty Officers not mentioned above, and seamen, are allowed one-tenth of a ton each.

The following Goods are not permitted to be imported in Private Trade, and if brought are forfeited ;

Java Coffee  
Cotton Wool  
Cotton Yarn  
Raw Silk  
Saltpetre  
Terra Japonica or Cotch  
Tea (except in China and  
Bencoolen ships.)

The following Goods are not permitted to be imported in China ships, but may be brought in ships from any other parts ;

Musk  
Camphire  
Arrack (except for ship's use.)

The

PRIVILEGE HOMEWARD.

The under-mentioned QUANTITIES OF TEA are allowed to be imported in each China and Bencoolen ship, and them only, on payment of the following duties to the Company, viz.

	Paying 7 per cent. on sale value.	Paying 17 per cent. on sale value.	Total.
	lb.	lb.	lb.
Captain —	688	8648	9336
Chief Mate	90	1138	1228
Second Mate	72	912	984
Third Mate	54	682	736
Surgeon —	54	682	736
Purser —	54	682	736
Fourth Mate	36	456	492
Fifth Mate	18	228	246
Boatswain	18	228	246
Gunner —	18	228	246
Carpenter	18	228	246
	<hr/>	<hr/>	<hr/>
	lb. 1120	lb. 14112	lb. 15232
	<hr/>	<hr/>	<hr/>

Surgeons Mates allowed as Fourth Mates.

On all exceedings of the before-mentioned quantities of Tea, a mulct of 20 per cent. on the sale value will be charged, over and above the 17 per cent. duty. No mitigation of the mulct will be made on any account *whatever*.

PRIVILEGE HOMEWARD.

The under-mentioned QUANTITIES OF  
PIECE GOODS are allowed to be im-  
ported in each ship on payment of the  
Customs, and 7 *per cent.* duty on the  
sale value to the Company.

	May be brought of the following Mullins, viz. Al- liballies, Abroahs, Doreas, Cossacs, Jamdannies, Mul- muls, Nainsoaks, Neckcloths, Tan- jeebs, Terrindams.	May be brought of other Mullins and Cal- licoes the following Quantities, viz.	May be bought of colour- ed Piece Goods the following Quantities, viz.	May be Brought of Nankcen Cloth in China Ships only, in other Ships Nan- keen Cloth will come under the Description of Goods in second Column.
	Pieces.	Pieces.	Pieces.	Pieces.
Captain	1232 —	1848 —	1848 —	1228
Chief Mate	160 —	240 —	240 —	164
Second Mate	128 —	192 —	192 —	128
Third Mate	96 —	144 —	144 —	96
Purser —	96 —	144 —	144 —	96
Surgeon —	96 —	144 —	144 —	96
Fourth Mate	64 —	96 —	96 —	64
Fifth Mate	32 —	48 —	48 —	32
Boatswain	32 —	48 —	48 —	32
Gunner —	32 —	48 —	48 —	32
Carpenter	32 —	48 —	48 —	32
	<hr/> Pieces 2000	<hr/> P. 3000	<hr/> P. 3000	<hr/> P. 2000

Surgeons Mates allowed as Fourth Mates.

If the Captain and Officers do not bring  
the whole quantity of Goods described  
in the first column, the deficiency may  
be made up with those described in the  
second column.

On



PRIVILEGE HOMEWARD.

On all exceedings of the before-mentioned quantities of Piece Goods 20 *per cent.* on the sale value will be charged over and above the customs, and 7 *per cent.* duty; and no deviation will be made from this rule on any account or pretence whatsoever.

And the following other Goods are allowed to be imported subject to the limitations and duties mentioned.

ARRACK.

Twenty leaguers are allowed in each ship, except in those from China, on paying the Custom and Excise, and to the Company 2 *per cent.* on the sale value, and six-pence *per gallon*; upon what exceeds that quantity two shillings *per gallon* will be charged.

Proportional shares of the quantities allowed as follows, viz.

	Gallons.
Captain —	197 1
Chief Mate —	256
Second Mate —	205
Third Mate —	154
Purser —	154
Surgeon —	154
Fourth Mate —	102
Fifth Mate —	51
Boatswain —	51
Gunner —	51
Carpenter —	51
	<hr/>
Gallons	3200
	<hr/>

1xviii *Information relative to Voyage home.*

PRIVILEGE HOMEWARD.

\* CHINA WARE, CABINETS, CHINA FANS AND  
PICTURES, CHINA IMAGES, JAPAN WARE,  
LACQUERED WARE AND SCREENS.

Twenty tons are allowed in each ship from China, in other ships only two tons are allowed in each, on paying the Custom, and to the Company 9 *per cent.* on sale value of china and lacquered wares, and on other articles 7 *per cent.*; all exceedings of that quantity will be charged 30% for each ton, and so in proportion for a greater or less quantity.

Proportional shares of the quantities allowed as follows, viz.

	In Ships from China, viz.			In Ships from India, viz.	
	Tons.	Cubical Feet.		Ton.	Cubical Feet.
Captain —	12	13	=====	1	11 $\frac{3}{5}$
Chief Mate	1	31	=====	0	8
Secand Mate	1	15	=====	0	6 $\frac{2}{5}$
Third Mate	0	48	=====	0	4 $\frac{4}{5}$
Purfer —	0	48	=====	0	4 $\frac{4}{5}$
Surgeon —	0	48	=====	0	4 $\frac{4}{5}$
Fourth Mate	0	33	=====	0	3 $\frac{1}{5}$
Fifth Mate	0	16	=====	0	1 $\frac{3}{5}$
Boatswain	0	16	=====	0	1 $\frac{3}{5}$
Gunner —	0	16	=====	0	1 $\frac{3}{5}$
Carpenter —	0	16	=====	0	1 $\frac{3}{5}$
	<hr/>	<hr/>		<hr/>	<hr/>
	Tons 20	0		Tons 2	0

**Mem.** Fifty cubical Feet of the last-mentioned goods are equal to a ton.

*Dec. 1792.*  
\* China Ware not allowed except packed in half Chests. **RAT-**  
\* Ship paid as according to the Company's rules as if other cargo brought  
whole weight & will be charged, unless allowed by Surgeon  
Cargoes in writing

**PRIVILEGE HOMEWARD.**

**RATTANS.**

One thousand bundles are allowed in each ship (a bundle is calculated by weight, two hundred weight and a quarter is equal to ten bundles) upon paying the Custom, and to the Company *7 per cent.* all exceedings to pay ten shillings *per* bundle, as far as one hundred bundles, and all other exceedings forfeited.

Proportional shares of the quantities allowed as follows, viz.

		Bundles.
Captain	—	616
Chief Mate	—	80
Second Mate	—	64
Third Mate	— —	48
Purser	— —	48
Surgeon	— —	48
Fourth Mate	—	32
Fifth Mate	— —	16
Boatswain	— —	16
Gunner	— —	16
Carpenter	— —	16
		—
Bundles		1000
		—

**DRUGS,**

PRIVILEGE HOMEWARD.

DRUGS, and any sort of Goods not particularly mentioned.

Any quantity may be imported paying the Custom, and to the Company 7 *per cent.* on the sale value, provided, with the other articles brought, the tonnage allowed is not exceeded.

In case a ship does not in the whole exceed the several quantities of Tea, Piece Goods, Arrack, China Ware, Lacquered Ware, and Rattans, no charge will be made for any particular person's exceedings, provided such person is in the whole within his limited proportion of tonnage as before-mentioned.

All the preceding articles will be included in and reckoned as part of the tonnage allowed; and in case of any exceeding in the said respective tonnage so allowed, the Court of Directors will charge a further duty, over and above all other duties, of forty pounds for each ton, and so in proportion for a greater or less quantity.

It must be observed, that every article brought home by the Commanders and Officers must be registered at the factory or place taken on board, and that the Court of Directors will charge for each chest of tea and each half chest of china ware, that shall be registered and not delivered into the Company's warehouse



**PRIVILEGE HOMEWARD.**

house in England, seven pounds; and for all other goods found deficient of the quantity registered, the Committee of Private Trade have usually charged the duties that would have become payable thereon, and by the Manifest Act the Commander is liable to heavy penalties for any deficiencies of this nature, and that goods brought, not registered, are forfeited.

*Commanders may bring 2 pipes of Madeira Wine each, which will not be reckned as part of the tonnage allowed*

*None allowed*

**List of CLEARING STORES allowed each Officer  
in each Ship homeward, viz.**

CHINA WARE.	Captain.	Chief Mate.	Second Mate.	Third Mate, Surgeon and Purser.	4th, 5th and 6th Mates, Gun- ner, Carpenter, Boatwain, Sur- geon's Mate, Midshipmen, Caulker, Petty Officers, Ship and Captain's Stewards.
Basons — —	48	36	24	18	12
Bowls. — —	18	9	6	3	3
Cups and Saucers	36	24	18	18	12
Chamber Pots -	6	2	1	1	—
Cisterns — —	2	—	—	—	—
Dishes — —	72	36	24	18	12
Ditto Fruit —	18	—	—	—	—
Guglets and Basons	6	3	2	2	1
Jars — —	12	6	4	2	—
Ditto Sweetmeats	6	4	3	2	1
Mugs — —	9	6	3	3	3
Plates — —	100	100	80	72	36
Sauceboats —	6	4	4	2	—
Salts — —	—	—	—	—	2
Tea-table Sets -	3	2	2	1	1
Tureens — —	6	3	2	2	—
LACQUERED WARE.					
Tea-chests —	1	1	1	1	1
Tea-boards —	6	2	2	1	1
Mangoes — gall.	20	10	10	6	3
Sago — lb.	40	20	15	10	8
Sugar-candy - lb.	50	30	20	20	12
Soy — — gall.	10	5	5	5	—
Tamarinds — lb.	50	20	20	20	10
Wax Candles lb.	50	20	15	10	10

## PRIVATE TRADE.

Shipping of goods, baggage, and necessities outward, rules and orders established. See *Appendix*, p. 15. And *Appendix*, p. 28. Also,

For what is necessary to be performed previous to shipping goods in Private Trade. See under the heads of *Bullion*, *Goods*, and *Tradesmen*.

The Court of Directors not to permit any person or persons to export or import any money, goods, or merchandize, other than such as shall be first licensed. See *Appendix*, p. 30.

Tea unregistered, not exceeding the value of ten pounds prime cost, or of other goods or effects, not exceeding the value of one hundred pounds prime cost, belonging to any one person, the Court may pass and allow. See *Appendix*, p. 30.

Goods not to be laden on board any ship in the East-Indies, or elsewhere, within the limits of the Company's Charter, or to be brought from thence, into or towards Europe, except duly registered with the Company's President, &c. at the factory, where taken on board, or if the Company have no factory there, then at the first factory of the Company's, where the said ship shall touch at; or if the ship shall not touch at any, then with the *supra* cargoes, if any belong to the ship,

k or

## PRIVATE TRADE.

or else with the Captain. In which register, the several sorts, quantities, and values of each specie of goods shall be expressed, with the initials of the person's name to whom the goods belong, and all the numbers, in words at length, as well as figures. Goods if unregistered forfeited; goods from India or China not allowed to be registered at St. Helena. *Captain's Instructions.* Also see *Appendix*, p. 29.

For necessary particulars of the Manifest agreeable to the late Act of Parliament of the 26th George III. cap. 40. See *Goods*, and by whom it is to be certified abroad. See *Commander*.

For the allowances of Private Trade, outward and homeward. See *Privilege outward* and *Privilege homeward*.

## POPLAR HOSPITAL.

Regulations for the admission of pensioners. See *Appendix*, p. 39.

## PERSONS.

None to go on board any East-India or China ship, in the ports of Ireland, except King's officers on duty, or such persons who have a permit, under the penalty of five hundred pounds.

Forging such permit, or knowingly using or employing any such counterfeit license or permit, to forfeit one thousand pounds for every such offence. See *Appendix*, p. 37 & 38.

Unli-



PERSONS.

Unlicensed persons found in the East-Indies, may be seized and sent home. Act 5 George I. cap. 21.—and 26 George III. cap. 57.

SALUTES.

Regulations for, on board the ships in the Company's service. See *Appendix*, p. 18.

SILVER

May be imported by individuals, being duly registered, paying 5 *per cent.* upon the value.

STORES OUTWARD.

Quantity and particulars of stores allowed to be shipped on the Victualling Bill, with the quantity of stores allowed each officer. See *List, Privilege outward.*

STORES HOMEWARD.

Quantity of each article of clearing stores allowed each officer to pass free of duty. See *List, Privilege homeward.*

STOWAGE OF GOODS.

The master-attendant, or his assistant, to repair on board the homeward-bound ships before any goods shall be delivered, and shall carefully examine the state and condition of the hold, and of every part of the lower-deck, and report to the Committee what vacant space shall remain that is fit for the stowage of goods; and also whether any packages appear to have been removed, disturbed, or replaced, during the passage; and, if it shall be reported by the officer

## STOWAGE OF GOODS.

above-mentioned, that any space is left in the hold proper for stowage of goods, the Commander of such ship shall forfeit and pay one hundred pounds for every sixty cubical feet of such vacant space, unless the cause of such vacant space shall be satisfactorily accounted for to the Committee. *Appendix, p. 7.*

## SURGEONS

Are allowed ten shillings for each soldier delivered alive in India. *Order of Court, 6th October, 1708.*

Not permitted in future to proceed as surgeon of any of the Company's ships without having performed a voyage in the service as surgeon's mate. *Order of Court, 26th November, 1788.* \*

## SURGEONS MATES

Allowed the same privilege in Private Trade as fourth mates. *Order of Court, 26th November, 1788.*

## SUITS.

Brought against the Commanders and Officers of the Company's ships by his Majesty's Officers of the Customs—the Company's Solicitor to request to be informed of, in order that such measures may be pursued as shall appear proper to the Committee. See *Appendix, p. 8.*

Brought by the Court of Directors against any person for trading to or from the East-Indies without licence: declared not lawful for the said Court to put a stop to, or to remit or mitigate the penalties,

## SUITS.

nalties, damages, &c. 21<sup>st</sup> George III.  
cap. 65.

## SURVEYORS,

Instructions for, in the regulation for  
working out homeward ships. See *Ap-*  
*pendix*, p. 22, 3 & 4. *altered 12 Dec. 1792.*

## SHIPS AND VESSELS.

Number of officers, &c. allowed to navi-  
gate a ship of five hundred tons bur-  
then and upwards, in the service of the  
Company. See *Appendix*, p. 9.

Carrying unlicensed persons to East-India  
or China ships, in ports of Ireland, are  
forfeited. See *Appendix*, p. 38.

Liable to examination, not bringing-to  
when chased by any vessel in the service  
of his Majesty's Navy, Custom, or Ex-  
cise, having the proper pennant and  
ensign hoisted, may be fired into by the  
Commander of such vessel. Act 24<sup>th</sup>  
George III. cap. 47.

Owners of, to give security, by bond to  
his Majesty, in double the value of the  
vessel, with condition that the vessel  
shall not be employed in the importa-  
tion, or landing of any tea, or foreign  
spirituous liquors, or any other goods  
contrary to the true intent and meaning  
of any Act of Parliament, or in the  
exportation of any goods, which are,  
or may be prohibited to be exported,  
or in the relanding of any goods con-  
trary to law, which are entered outwards  
for exportation, on failure whereof such  
vessel

## SHIPS AND VESSELS.

vessel shall be liable to seizure, and the owners to prosecution. Act 24<sup>th</sup> George III. cap. 47.

[*From Register Act.*]

Repaired in foreign ports, if such repairs exceed the sum of fifteen shillings for every ton, according the admeasure-ment thereof, shall not be deemed to be British built, or enjoy the privileges thereunto belonging, unless such repairs shall be necessary by reason of extraordinary damage sustained during the absence of such vessel from his Majesty's dominions, to enable her to perform the voyage, and return in safety to some port of the said dominions, and before such vessel shall be repaired, so as to exceed the sum aforesaid, the Commander shall report the state and condition thereof, upon oath, or being a Quaker, upon affirmation, to the British Consul, or chief British Officer, &c. &c. and shall deliver to such Consul, in writing, the particulars of the damage sustained, and shall verify upon oath, or affirmation, to be administered by such Consul, &c. &c. the particulars and amount of the repairs of such vessel, and that the same were become necessary in consequence of damage sustained during the voyage to that port, to enable such ship or vessel to prosecute the voyage then intended,



## SHIPS AND VESSELS.

ed, and to return to some port or place of his Majesty's dominions; which the said Consul, or chief British officer, is required to certify under his hand and seal; and if there shall not be any British Consul, or chief British officer resident at or near the place where such repairs may be necessary, then such survey shall be made by two fit persons to be approved by two known British merchants, residing at or near such place, whose certificate will be of the like force and effect as that of the British Consul.—And the Commander shall make proof on oath, or affirmation, before the Collector and Comptroller, or other principal officer in the port where the vessel may first arrive (if required so to do) describing the nature and amount of the charge or expence of such repairs; and if such charge shall appear to exceed the sum of fifteen shillings per ton, and the Commander shall neglect or refuse to deliver to such Collector and Comptroller, or principal Officer of the Customs, the certificate so required to be produced, the vessel shall be deemed to be a foreign-built vessel. Act 26th George III. cap. 60.

TONNAGE OF GOODS, Particulars of, as calculated to make up the Tonnage for the Freight of Goods brought in East-India or China Ships to Europe, viz.

7

## PIECE GOODS.

## FORT ST. GEORGE.

## BENGAL.

	Pieces to the Ton.		Pieces to the Ton.
Allejars - - -	800	Chinachures - -	R.800
Bettellees - - -	400	Cambries - - -	R.400
Callawapores - -	800	Chucklaes - - -	400
Chintz of all sorts R.	400	Cushtaes - - -	800
Ginghams - - -	800	Coilaes - - -	400
Izzarees - - -	800	Charconnaes - -	600
Longcloths - - -	160	Cuttannees - - -	R.800
Moorees - - -	800	Doosfooties - - -	R.400
Sallampores - - -	400	Dungaries - - -	R.400
Safracundies - -	800	Doreas - - -	400
		Dimities - - -	600
		Diapers broad - -	400
		Ditto narrow - -	600
		Elatches - - -	R.800
		Emmerties - - -	600
		Gurrahs - - -	400
		Ditto long - - -	200
		Ginghams coloured	600
		Humhums - - -	400
		Habailies - - -	600
		Humhums quilted -	100
		Jamdannies - - -	800
		Jamwars - - -	600
		Laccowries - - -	600
		Lungees Herba - -	800
		Mulmuls - - -	400
		Ditto Handkerchiefs	400
		Mahamodietes - -	400
		Mammoodies - - -	R.400
		Nillaes	

## BENGAL.

Addaties - - -	700
Alliballies - - -	400
Allachaws - - -	1200
Allibannies - - -	R.800
Arras - - -	R.400
Archabannies - -	800
Baftaes - - -	R.400
Bandannoes, or Taffa	
de Foolas - - -	R.800
Carridarries - - -	600
Callipatties - - -	400
Coopees - - -	600
Callicoos - - -	400
Chillaes - - -	600
Chowtars - - -	600
Chunderbannies -	800

TONNAGE OF GOODS, &c.

PIECE GOODS.

BENGAL.

	Pieces to the Ton.
Nillaes - -	800
Nainfooks - -	400
Peniascoes - -	800
Photaes - -	R.800
Percaulas - -	800
Putcahs - -	R.400
Romals - -	R.800
Sannoos - -	400
Seerbetties - -	400
Seerbands - -	600
Seerfickers - -	600
Seerhaudconnaes - -	400
Seerhauds - -	R.400
Seerbafts - -	400
Shaulbafts - -	400
Succatoons - -	R.800
Socseys - -	400
Sorts - -	400
Taffaties of all sorts	R.800
Tanjees - -	400
Tepoys - -	R.800
Terrindams - -	400
Tainfooks - -	400

BOMBAY.

Annabatches -	R.100
Bombay Stuffs -	R.400
Byrampauts - -	400
Bejutapauts - -	R.400
Boratchawders or	
Brawls - -	1200
Bettellees - -	400
Chelloes - -	R.400

BOMBAY.

	Pieces to the Ton.
Chints of all sorts	R.400
Dootas - -	R.400
Guinea Stuffs large	600
Ditto ditto finall -	1200
Longcloths whole	
pieces - -	160
Ditto half ditto	320
Lemanees - -	R.800
Musters - -	400
Nunfarees - -	R.400
Neganepauts - -	400
Niccannees large -	600
Ditto finall - -	600
Sallampores - -	400
Stuffs brown - -	R.400
Tapfeils large - -	400
Ditto finall - -	600

CHINA.

Nankeen Cloth -	R.400
Silks of all sorts	R.800
China Ware 50 cubi- cal feet to the Ton, or about 4 chests of the usual dimen- sions.	

Other measurable  
goods 50 cubical  
feet to the Ton.

N. B. Where the letter R.  
is set against pieces of 400 to  
the Ton it shews those goods  
are to be reduced: or  
brought

TONNAGE OF GOODS, &c.

PIECE GOODS.

brought to a standard of 16 yards long and one broad.

Where against pieces of 800 to the ton to 10 yards long and one broad.

EXAMPLE.

1000 yards of 12 yards long and  $1\frac{1}{8}$  broad at 400 to the ton make 844 pieces, or 2 tons, 44 pieces.  
1000 of  $10\frac{1}{2}$  yards and  $1\frac{1}{8}$  broad, at 800, 1 ton is 1181 pieces, or 381 pieces.

WEIGHABLE GOODS.

	Cwt. to the Ton.		Cwt. to the Ton.
Arrangoes - - -	20	Mother-o'Pearl Shells	20
Alloes - - -	16	Nux Vomica - - -	15
Benjamin - - -	20	Pepper - - -	16
Borax - - -	20	Quicksilver - - -	20
Cardemoms Fine Goods	12	Rhubarb - - -	8
Cakelack - - -	16	Raw Silk - - -	10
Carmenia Wool - - -	10	Ditto in chests - - -	8
Cambogium - - -	20	Ditto in bales or bundles	10
Cassia Lignea - - -	8	Redwood - - -	20
Cassia Buds - - -	12	Rice - - -	20
Camphire - - -	15	Shellack - - -	16
Cotton Yarn Fine Goods	10	Seedlack - - -	18
Cowries Gruff ditto	20	Sticklack - - -	16
Coffee Fine ditto	18	Saltpetre - - -	20
Cinnabar - - -	16	Senna - - -	8
Cloves - - -	12	Sago - - -	16
Dragons Blood - - -	20	Ditto packed in China ware--	
Gum Arabick - - -	16	Tutenague - - -	20
— Ellemni - - -	16	Turmeric - - -	16
— Amoniacum - - -	16	Tincal - - -	16
— Oppoponax - - -	16	Tea, Green - - -	8
— Segapenum - - -	18	— Bohea - - -	10
— Sarcocol - - -	18	Arrack Gauge Gallons	252
Indigo - - -	12	Canes - - - Tale	3000
Iron Kintlage - - -	20	Wanghees and Bam-	
Mulk - - -	20	boes - - -	3000
Myrrh - - -	16	Rattans equal to 16 cwt.	6000



TRADESMEN.

Of whom goods are purchased in Private Trade, are to give the Private Trade Assistant a particular account of the packages thereof, and to bring goods to the India House at such times he shall appoint, and attend until they are put into the warehouse.

The goods to be ready for packing and bringing to the India House, at least ten days before the ship's appointed time for leaving Gravesend.

To pay four-pence each parcel to Mr. Dominicus or Mr. Jennion, to defray the charges of warehouse-room, &c. who are not to receive into the Company's warehouse, at Botolph Wharf, any goods, wine, or other articles, in Private Trade, which are entitled to drawback or bounty on exportation, until the cockets for the same are delivered to them, although such articles may have been previously passed at the East-India House. See *Appendix*, p. 16.

To bring goods in Private Trade to the India House on Mondays, Wednesdays and Fridays, between nine and three o'clock; none will be past after the last mentioned hour.—Three shipping days allowed each ship—no goods to be passed but on the days appointed.—See *Order of Court* respecting the passing and shipping

lxxxiv    *Information relative to Vayage out.*

TRADESMEN.

Shipping of goods in Private Trade outward.    *Appendix*, p. 16.

WORKING OUT HOMEWARD SHIPS.

Regulations for, containing instructions to Commanders, Mates, Gunners, Company's Inspectors, and Surveyors.    See *Appendix*, p. 22.

# A P P E N D I X,

CONTAINING

The ORDERS and REGULATIONS  
OF THE HONOURABLE  
THE COURT OF DIRECTORS;

THE  
BY-LAWS of the COMPANY,  
And the Extracts of the  
ACTS OF PARLIAMENT

Usually given to the  
Commanders of East-India Ships;

A L S O,

A List of the Duties payable to the KING

O N A L L

Goods imported from the East-Indies, and  
China, and other Parts

WITHIN THE

Limits of the COMPANY'S CHARTER;

Together with the  
Drawbacks allowed on Exportation agreeable to  
THE CONSOLIDATION ACT.





# A P P E N D I X.

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## ORDERS and REGULATIONS OF THE Hon. COURT of DIRECTORS OF THE EAST-INDIA COMPANY.

Orders of Encouragement for Information of  
any Clandestine Trade.

November 4, 1709.

WHEREAS one-fourth part only of the forfeitures, accruing by virtue of any person's trading into, and from the East-Indies, contrary to law, is given to him or them who shall inform and sue for the same, and the residue to the East-India Company: And whereas the Court of Directors of the United Company of Merchants of England, Trading to the East-Indies, have reason to believe, That several persons have, and do, export bullion, and other goods, without license from the said Company, and otherwise carry on a clandestine trade, into and from the East-Indies, contrary to the act for settling the said trade; the said Court of Directors, for and as a further encouragement, do hereby declare,

clare, that they will allow and pay over, to such person or persons, as shall inform or sue for any such forfeiture, when, and as the same shall be recovered and received, one-fourth part more thereof; that is to say, one moiety, or half part, of what shall be recovered, and received, by means of such suit or information.

January 25, 1786.

The Court of Directors having received information that great quantities of tea, muslin, china ware, diamonds, and other merchandize have been illicitly imported in their ships, and smuggled on shore, to the very great damage of the revenue, the Company, and the fair trader, they do hereby offer and promise a reward to any person who shall make any discovery of such offence, of one half of what the Company shall recover and receive, over and above all other rewards the parties are entitled to by law. Such discovery to be made to John Smith, Esq; the Company's Solicitor, at Draper's-Hall, in London. And the said reward to be paid by the Company's Secretary, on the condemnation of the goods illicitly imported or smuggled, out of the produce thereof, on the conviction of any offender, or out of the money the Company shall recover or receive, on such conviction; and the name of the informer shall be kept a secret, if required.

Orders

Orders for preventing the Deviation of Ships in the Company's Service, and for the Detection and Punishment of Persons who shall be concerned in Illicit Trade.

11th September, 1776.

Ordered,

THAT it be a standing Order of this Court, that in future, within six weeks after each of the Company's homeward bound ships is cleared, the commander and officers thereof be summoned to attend a joint Committee of Private Trade and Shipping, to whom it is referred, to make a strict enquiry into the reasons of any deviations which shall have been made by such ship during the whole course of the voyage, and that the said Committee do with all convenient speed report their opinion thereon to the Court.

23d May, 1777.

Ordered,

The Court taking into consideration the mischief arising to the Company by the illicit trading both outward and homeward bound, of the commanders and officers of ships in the Company's service: and it having appeared by informations received from the officers of government, and by other proofs laid before the Court, that such practices are frequently carried on at foreign ports, or in Ireland, Scotland, or out-ports in this kingdom, to which the ships proceed contrary to the orders and instructions given to the commanders, or by means of vessels which meet the Company's ships at sea, and there deliver goods to, and receive goods from them.

Resolved unanimously, In order to detect and bring such offenders to punishment, that it be a standing order of this Court, That the clerk to the  
Com-

Committee of Private Trade do, within four weeks next after each of the Company's homeward ships shall be cleared, collect from the ship's journals, and from letters and other things which shall come to his knowledge, (and which he shall examine for the purpose) an account of all the ship's proceedings to or towards any port or place, both outward and homeward bound, without or contrary to the Company's orders or instructions, and of all the ship's deviations from, or loitering in the course of her voyage in the English channel or elsewhere, and do state the same in writing to the Chairman and Deputy-Chairman, and also to the respective Committees of Private Trade and Shipping, in order that such matters may respectively be taken into consideration by the joint Committee of Private Trade and Shipping, pursuant to the standing order of this Court made the 11th day of September last. And it is further resolved, That in case the Committee of Private Trade and Shipping shall not, within six weeks after such state laid before them as aforesaid, report to this Court, that such ships proceeding to such ports or places, without, or contrary to the orders of the Company, and such deviations or loitering were necessary or prudent for the safety of ship and cargo, the Company's Solicitor shall be informed thereof by the clerk of the said Committee, and he shall forthwith, without further orders, file a Bill in the Court of Exchequer against the commander of such ship, and such other persons as Council shall advise to be necessary parties, charging them with having been concerned in illicit trade, and praying a full discovery thereof and relief for the damages sustained thereby, waving all other penalties, according to the Act of Parliament made in that behalf, which suit shall not be stopped or stayed by any order or vote of this Court or any Committee thereof.

Resolved unanimously, That, it be a standing order of this Court, that when any suit is ordered by



by this Court to be brought against any person or persons on account of illicit trade, upon any information or evidence laid before the Court, the proceedings thereon shall not be stayed, at any time after the next subsequent Court, by any order or vote of this Court, or any Committee thereof.

Resolved unanimously, That, upon the arrival of the Company's ships in the river Thames, the clerk of the Committee of Private Trade shall forthwith give notice thereof to the master-attendant and surveyor of shipping, and thereupon the master-attendant or his assistant, or in case they shall be otherwise previously employed, then the surveyor of shipping or his assistant, shall forthwith repair on board the said ship or ships, before any goods shall be delivered, and shall carefully examine the state and condition of the hold, and of every part of the lower deck, and report to the Committee of Private Trade, what vacant space, if any, shall remain therein that is fit and proper for the stowage of goods; and also, whether any packages appear to have been removed, disturbed or replaced, during the homeward bound passage.

Resolved unanimously, That if, on examination, it shall be reported by the officer or officers above-mentioned, that any space is left in the hold proper for the stowage of goods, the commander of such ship shall forfeit and pay to the Company the sum of 100l. for every sixty cubical feet of such vacant space, unless it shall appear upon the ship's journals, or other authenticated papers, that the said commander, upon his application in writing to the Governor and Council at the settlement from whence he was last dispatched, or to the supra-cargoes in China, was refused a larger quantity of goods, or unless it shall appear to the Committee, that such vacancy had arisen from the settlement of the cargo, or some unavoidable accident during the course of the voyage.

- Resolved unanimously, That the commanders of this Company's ships be directed by the said Committee, not to open, or permit the hatches of their ships to be opened, on their arrival in the river Thames, till the officer or officers above-mentioned shall come on board for the purpose of such examination.

It frequently happening, that practices of smuggling by the Company's officers are discovered by his Majesty's officers of the Customs, and suits are brought thereon, which do not come to the knowledge of this Court, and compositions are often made of such suits, very much to the prejudice of this Company.

Resolved unanimously, That this Company's solicitor do forthwith apply to his Majesty's Commissioners of the Customs, and request, that they will be pleased to order their solicitor to give this Company's solicitor an account of all suits now depending, and also, from time to time, of all suits that shall hereafter be brought against any of the commanders and officers of this Company's ships for practices of smuggling of East India goods, and of all the proceedings thereon, which account the Company's solicitor shall forthwith communicate to the Chairman and Deputy-Chairman, and to the respective Committees of Private Trade and Shipping, in order that they may pursue such measures as shall appear proper.

Stated

# APPENDIX.

9

Stated number of Officers, &c. to navigate the Company's Ships, and Penalties for taking Passengers on board without Leave.

23d Dec. 1782, and amended the 30th Jan. 1788. &

Ordered, *19 Oct<sup>r</sup> 1791.*

THAT the freighted ships of the burthen of *750 to* 800 tons ~~and upwards~~ be navigated by the following persons :

*Commander*  
Mates, ~~a number not exceeding six.~~  
Purser.  
Surgeon and mate.  
Captain's steward.  
Ship's steward.  
Carpenter and two mates.  
Boatswain and ~~mate.~~ *two mates*  
Gunner and ~~mate.~~ *two mates*  
Caulker and mate.  
Cooper and mate.  
Captain's cook.  
Ship's cook.  
Midshipman and coxswain.  
Four midshipmen.  
*Six* ~~Boat~~ quarter-masters.  
Sailmaker.  
Armourer.  
Butcher.  
Barber.  
Poulterer.  
Two captain's servants.  
One chief mate's ditto.  
One second ditto ditto  
One servant each to the surgeon, carpenter, boatswain and gunner. *being 50*  
The remainder of the complement to consist of foremast-men.

*That ships of a less burthen be navigated by men in the proportion of 12 ft to every 100 tons. That a Ship of 900 tons require 110 Men*  
*In 5 Supernumeraries 2 of whom be* 1000d<sup>o</sup> 120d<sup>o</sup>  
*permitted to walk the quarter deck but* 1100d<sup>o</sup> 125d<sup>o</sup>  
*not more be allowed in each Ship* 1200d<sup>o</sup> 130d<sup>o</sup>

That

That any person borne on the ship's books as part of her complement who shall be discharged in India, China; or St. Helena, without the permission of the Company's President and Council, or other agents, in writing, or collusively permitted to leave the ship, shall be considered as coming under the description of the clause in the charter-party; and the commander, in addition to that penalty, shall forfeit the sum of 300l.

*That if a commander shall employ any others, or a greater number of mates or principal officers, or servants, than those now enumerated, he be fined for every such excess the sum of 70l.* *should in any instance in disobedience to the foregoing regulations, but more especially by exceeding the number of mates or principal officers, or servants, than those now enumerated, he be fined for every such excess the sum of 70l.*

That a commander who shall carry out or bring home any passenger or person without the leave of the Court of Directors, or such persons as are empowered by the Court to grant permission for that purpose (such passengers or persons not being borne on the books as part of the ship's company) shall forfeit the following sums in addition to the penalty in the charter party, viz.

For a male or female black servant, being a native of India or other country, the sum of 20l.

For an European, or for a native of India, being the child of an European, 500l.

That in order to prevent the great expences which have fallen upon the Company by returning black servants who have been discharged by their masters and mistresses after they have been some time in England, it must be certified to the commander upon the orders for receiving them on board, that a deposit has been made to the amount of 50l. for each black servant; that the necessary directions be transmitted to the several presidencies, to Canton and St. Helena, of the resolution of the Court of the 30th January, 1788, regarding this particular. That the commanders be enjoined to refuse receiving the servants unless the order is accompanied with such cer-



certificate; and if a commander disobeys the Court's commands in this instance, he be subject to the same penalties as for bringing home servants without leave. That upon his arrival in England he do deliver the order to the clerk to the Committee of Private Trade.

That independent of the several penalties respecting passengers above-mentioned, if a commander disobeys any of the above regulations, he shall be liable to suspension during the pleasure of the Court for the first offence, and liable to dismissal from the Company's service for the second offence.

That this Court will consider every commander as guilty of an evasion of their orders, and consequently liable to their displeasure, and to the before-mentioned penalties, who shall enter on his books any person not absolutely intended as a part of his ship's company, or shall connive at or suffer any one to proceed on board his ship under a feigned or fictitious character.

Stated Allowances to Commanders for the  
Accommodation of Passengers.

1st Dec. 1775, and 17th Dec. 1778.

Ordered,

THAT as the commanders of the freighted ships now pay to their owners 15l. instead of the former sum of 10l. for each passenger, and in consideration that the price of every necessary is greatly increased, they be permitted to receive, but upon no consideration to demand, a larger sum than the undermentioned, for the passage and accommodation at their table of gentlemen, proceeding to India, at their own expence, in the following stations, viz.

	l.
A general officer - - -	200
A gentleman of council or a colonel - -	150
A lieutenant-colonel - - -	120
Senior and junior merchants, and majors, each - - -	100
For factors and captains, each - - -	100
For writers, lieutenants and ensigns, each	80
For every cadet, entertained at the com- mander's table, by the commander's consent, or the Company's orders -	60
Married ladies at the rates above-mention- ed, according to the stations of their husbands.	
Single ladies the same as writers.	

And in case any dispute should arise about the passage-money of a person not coming under any of the above descriptions, that the same be determined by the Committee of Shipping.

That the like sums be paid for passengers home-ward bound, who are under the necessity of coming to England for the recovery of their health, as are directed

directed for the outward-bound passage, and that the necessary instructions be transmitted to the several presidencies, for their ordering such persons to be received on board, and properly accommodated on the before-going terms.

And that these regulations be signified by the secretary from time to time to the commanders of the outward-bound ships, strictly enjoining them, in the Court's name, to pay proper obedience thereto.

That every commander shall from henceforth (the contracts already made, or money paid, for this year excepted) be absolutely restrained from demanding or taking by any ways or means, directly or indirectly, either in England or in India, from any writer, lieutenant, ensign, or cadet, any greater sum or sums of money, or other gratuity or satisfaction, for the passage and accommodation of such respective persons, than the respective sums allowed by this resolution, and in case any commander of any freighted ship, shall by any ways or means, directly or indirectly, take any further or other sum or sums of money, or other gratuity or satisfaction, for the passage of any such person than what is allowed by this resolution, such commander shall forfeit and pay to this Company, for the use of Poplar Hospital, treble the sum so taken, beyond the sums before-mentioned; and for the purpose of making himself liable to, and securing such payment, the commander of every ship hereafter to be taken into this Company's service, before he is sworn in, shall give bond to this Company, in the penalty of one thousand pounds.

And in order more effectually to prevent the mischief of taking more than the allowances aforesaid, from writers, lieutenants, ensigns, and cadets.

Resolved, That the several sums allowed for the passage and accommodation of writers, lieutenants, ensigns, and cadets, shall be paid by them respectively to the paymaster of seamen's wages; and the paymaster

paymaster shall pay the same to the respective commanders or their agents, who shall give a receipt for the same, expressing the sum or sums so received to be in full for the passage and accommodation of the respective persons therein named; and

That every writer, lieutenant, ensign, and cadet, at the times of their respectively being approved of, or appointed to their respective stations, be furnished with a copy of the resolutions for making the said allowances.



To prevent irregular and confused shipping of Goods in private Trade.

Ordered,

I. THAT all commanders of the outward-bound ships do deliver in to the Court of Directors, within twenty days after their ships are stationed, their petitions for goods as they intend to carry on their privilege, and that they be allowed no further petition; the assistant to the Private Trade to certify the tonnage of such requests.

II. That all officers entertained in such ships, do also deliver in their petitions for goods on their privilege, within ten days after they are approved by the Committee of Shipping, and no further petition to be allowed, and the tonnage to be certified as above.

III. That as soon as any petitions are granted by the Committee for Shipping of Goods in Private Trade, the several tradesmen of whom the goods are purchased, are to apply to the Private Trade Assistant, and give him a particular account of the package thereof, and that he grant an order to the said tradesmen, to bring the said goods to the India-House, at such times as he shall appoint. And that the persons of whom the goods are bought, or some body for them, attend with the order aforesaid, until they are put into the warehouse.

IV. That all goods in Private Trade be brought to the East-India House before they are sealed, to be viewed by the Committee of Shipping, and then carried down to the wharf to be examined and sealed there, and be immediately thereupon shipped off, or put into the warehouses under the husband's care, at the risk of the several proprietors.

V. That the commanders and officers be obliged to have such goods as they are allowed to carry on their privilege, ready for packing and bringing to  
the

the East-India-House at least ten days before the ship's appointed time, in charter-party, for leaving Gravesend.

VI. That the day before any of the goods housed in the said warehouse are shipped off, Mr. Dominicus or Mr. Jennion do give notice to the clerk of the Committee of Shipping, to the intent that the said Committee may re-examine the said goods, if they think necessary: but that such notice be no interruption to the shipping of the said goods.

VII. That towards defraying the charge of warehouse-room and portage, four-pence each parcel be paid by the owners of all Private Trade to Mr. Dominicus or Mr. Jennion, for the use of the Company; and that the surplus charge be paid by the Company.

VIII. That goods in Private Trade outward, passengers baggage, and necessaries for persons in India, be brought to the East-India-House to be viewed on Mondays, Wednesdays and Fridays, between nine and three o'clock, and not any to be passed after the last mentioned hour. That each ship have three shipping days, of which the usual notice must be given in the pay-office. That goods for not more than two ships be passed in any one day, without the express order of the Committee of Shipping, and that the officers in the Private Trade branch do not pass goods, necessaries, or baggage for any ships but on the shipping days appointed for such ships respectively.

IX. That all stores and provisions allowed on the victualling bill (except those excepted by order of Court, 25th of November, 1742) be examined and sealed as usual.

X. That if the commanders and officers neglect or refuse to comply with these Rules, their petitions for such goods not brought accordingly, shall be void, the said goods shall not be allowed to be shipped off, but shall be deemed unlicensed, unless  
the

the Committee shall, upon the petition of the parties, and upon the urgency of the case, have previously dispensed with any of the times here limited.

XI. That the Company's husband and his assistant do not, upon any consideration, receive into the Company's warehouse at Botolph Wharf any goods in Private Trade, for the Commanders and Officers, wine or other articles for gentlemen in India or passengers, which are entitled to drawback or bounty upon exportation, until the cockets for the same are delivered to them, notwithstanding such articles may have been previously viewed and passed at the East-India-House.

## Regulations to Commanders for Salutes.

20th December, 1758.

RESOLVED, That it be a standing order in future, that no other salutes with guns be allowed of, than those mentioned in the said Committee's report, and that upon all other occasions the Commanders do salute with cheers according to their own discretion, and the present rules of the navy, and that the above-mentioned regulations be printed and inclosed in the Company's packets to them, for the strict compliance therewith, which regulations are as follows :

On the King's birth-day a royal salute from the Commodore of - - - 21 guns

A Governor at his coming on board or going on shore at any of the principal settlements in India, at St. Helena, or in England to be saluted with - 19 guns

One of the Council taking passage for Europe, on his coming on board 9 guns

N. B. Any person dismissed the Company's service is not to be saluted.

A Chief going on shore to take the charge of a factory, or quitting the same 11 guns

One of the Council of any settlement in India quitting the ship when dispatched - - - 7 guns

N. B. No salute to the person who musters the ship at St. Helena.

Supra-cargoes going on shore on the ship's arrival at China or Mocha, and coming on board at her departure for Europe - - - 9 guns

The Hoppo coming on board to measure the ship and going on shore - - 9 guns



Mandarins of	{	Coming on board	11 guns
high rank on a		Going on shore	11 guns
visit			and 3 cheers

English ships to salute each other in ports belonging to foreign powers only 7 guns

And if more than one ship there, the salute of the arriving ship to be returned by the Commodore only.

All foreign salutes to be continued in the usual manner.

Upon the ship's arrival in port in India or at St. Helena, to salute the fort with - - - - -

9 guns

And the ship to return the same salutes as given by the forts in India, at the Commander's going ashore or coming off.

An Europe ship being saluted by a country vessel, to return two guns less.

The Commanders not to make any salutes during their stay in China without the consent of the Council of Supra-cargoes signified to them in writing.

Regulations and Restrictions for shipping  
Arrack, &c.

6th April, 1787.

Ordered,

T H A T no arrack or other spirits be permitted to be shipped in India or China on any of the Company's ships returning to Europe, except such as shall be for the use of the ship's company on the voyage, or in the immediate privilege of the commander and officers.

That each cask or chest, shipped for the use of the ship's company, shall be marked "Stores;" and each cask or chest, shipped on the private account of any of the officers, shall be marked with the name at length of the person to whom it belongs; and such casks or chests as shall not be so marked, shall be taken and deemed to be the property of the Commander.

That in order to ascertain the sums to be charged, as hereafter mentioned, before the respective accounts shall be adjusted and passed the Court, the arrack and other spirits received into the Company's warehouse shall be the first Private Trade articles put up to sale by each ship.

Should those marked "Stores" be refused to be bought, or not sell for a sum equal to the King's and Company's duties, the difference shall be charged to the owners in their account of freight and demorage.

Should those marked with the name of the respective officers of the ship, or those deemed to be the property of the Commander, in the same manner, sell for less than the duties as before specified, the difference shall be charged in their respective accounts of Private Trade; but should it so happen  
that

that an officer, importing arrack or other spirits, has not a sufficient quantity of other goods to answer the deficiency arising as aforesaid, then in that case such officer shall not be employed again in the Company's service until he has paid the amount of such deficiency into the Company's treasury.

That this regulation be printed and delivered to the husband of each of the Company's ships, and to each officer at the time of his being impressed; and that it be likewise transmitted to the Governor and Council at each of the Company's Presidencies, &c. and to the Supra-cargoes in China.

Regulations for working out the homeward-bound Ships.

*so far as relates to, Surveyors altered*  
*12 Dec. 1792.*

Ordered,

1. THAT upon the arrival of an homeward-bound ship, the Commander thereof do not presume to quit her until she shall have passed Gravesend, and that the officers do not presume to quit her until she shall have come to her moorings.
2. That upon the arrival of a ship at her moorings, in the river, the captain or commanding officer, do, before he discharges his ship's company, select from among them, such a number of petty-officers and seamen as he shall judge sufficient, to form the necessary gangs for working in the hold during the delivery of the cargo.
3. That no lumpers be employed other than as tackle men, and that they be not suffered to go into the hold either of the ship or any craft along-side, on any pretence whatever.
4. That while the ship is at work, one of the sworn officers, with the Company's surveyor, do remain constantly in the hold, to superintend the business going forward there.
5. That no ship, while working out in the river, be left without two sworn officers on board, and the fifth or sixth mate, with a proper number of inferior officers and seamen, who are not to sleep on shore, or to quit the ship on any account whatever till regularly relieved.
6. That the Company's surveyors on board do send up to the clerk of the Committee of Private Trade daily, a report of the names of the officers that are on board, and specifying whether they slept



slept on board, or at any time quitted the ship during the preceding day and night.

7. That the gunner or his mate do lie each night in the gun room, and the gun room ports be secured by locks and chains, the keys of which shall be kept by the Company's surveyors.

8. That on the arrival of a ship in the river and until her clearing, a proper nightly watch be kept upon deck, and that the gun deck ports be sufficiently secured.

9. That the commanding officer, as well as the Company's surveyors do put locks upon the hatches, at all such times as the ship shall not be at work, and keep the keys thereof in his own possession.

10. That a third surveyor be stationed on each ship, who, with a person on behalf of the owners, shall remain in the hold of every hoy or lighter that takes in goods from such ship, during the whole time of her loading; that they carefully examine the state of such hoy or lighter, before she is begun to be loaded, to see there are no false bulk heads or communications to the cabin, but what are properly secured; and if at any time work is left off, before such hoy or lighter is loaded, that the commanding officer do see her hatches locked down, and take charge of the keys, and when the vessel is loaded, that he do the same, and send them sealed up to Botoiph wharf by some trusty person.

11. That in the course of loading any hoy or lighter, if any package shall be found to come out of the hold, that has the appearance of having been plundered, that the surveyor keeping the account do note the same in the hoy bill, with the marks and numbers of such package, and that in case the Company's wharfinger in unloading the hoy shall discover any package that has the appearance of having suffered any alteration from the report of the hoy bill, that he do give immediate notice thereof to the managing owner, with the name of the hoy and the master.

12. That

12. That the lumpers, together with the persons who shall work in the craft along-side be not suffered to wear great coats, frocks, or long or short trowsers.

13. That the Company's surveyor do search every person that goes from off the ship, and if any thing is found concealed about them, that they secure the same and send it up in the hoy, and, also send up an account of the same to the clerk of the Committee of Private Trade, with the name and description of the person on whom any thing shall be so found.

14. That the Company's inspector do visit the homeward-bound ships daily, or oftner if he shall see occasion, to see that these regulations are properly carried into effect.

15. That these regulations being intended for the mutual benefit of the Company and owners, and to be carried into execution with their joint concurrence, nothing therein contained shall be considered as affecting or prejudicing the claim the Company have on the owners by charter-party for damage and short deliveries.

Qualifi-

# Qualifications and Age of the Commanders and Officers of the Company's Ships.

Ordered,

12 Feb. 1768.

THAT no person or persons shall be deemed qualified, or shall have the command of any ship or ships belonging to the Company, or taken into their service, except such person or persons have been examined and found duly qualified for the station of chief or second mate, and performed one voyage at least in the Company's service in one of the said stations to the East-Indies.

Resolved, *8 June 1791*

15 July, 1789.

THAT the ~~present~~ regulations respecting the qualifications of mates for ships in the Company's service be rescinded; and the following substituted in their stead, viz.

That any person having performed a compleat voyage to and from India or China, in the Company's service, in either of the stations of chief, second, third, or fourth mate, shall be considered as again eligible to the highest station which he has been before sworn into by the Court of Directors, and allowed to be presented accordingly, without regard to his age at the time of his being so presented.

That no person, except those before-mentioned, be presented for the station of chief mate, who shall not have attained the full age of twenty-three years, and performed one voyage to and from India or China, in the Company's service, in the station of second or third mate; nor

For second mate, who shall not have attained the full age of twenty-two years, and performed ~~three~~ *one* voyages to and from India or China, in the Company's service, ~~one of which shall have been in the station of third mate, or shall have performed three voyages, in the Company's service, one of which in the station of fourth mate; or two voyages in this service, one as fourth mate, and three years in actual~~

D

service

~~service in any other employ, of which last he shall produce satisfactory certificates to the Committee of Shipping;~~

Nor for third mate, who shall not have attained the full age of twenty-one years, and performed ~~two~~ <sup>three</sup> voyages to and from India or China, in the Company's service; nor

For fourth mate, who shall not have attained the full age of twenty years, and performed two voyages to and ~~from~~ India or China, in the Company's service, or one voyage in the Company's service, and two years in actual service in any other employ; of which last he shall produce satisfactory certificates to the Committee of Shipping.

That every person, except those proceeding in the same stations in which they have been before sworn, do produce, previous to his examination, a certificate from the parish register, or other satisfactory proof of his age.

That such gentlemen as may be presented for commanders, and who, under any exception in these or former regulations, shall not have given in certificates of their age, when examined for officers, be required to produce, when presented as commanders, satisfactory documents of their being not less than twenty-five years, which is the age prescribed by Order of Court of the 12th February, 1768.

That the present Order of Court of the 12th February, 1768, respecting the qualifications of gentlemen intended for the command of ships in the Company's service; and the regulations now adopted respecting the qualifications for the stations of chief, second, third, and fourth mates, be extended to the commanders and mates of the Company's packets, with an exception in favour of commanders already appointed in that line of service, who shall have acted as such two voyages to and from India or China, which time shall be considered as equivalent to one voyage to and from India or China in the station of chief or second mate.

*N.B. extends only to those Vessels sworn in after the 8 June 1791. Oath*



Oath administered to Commanders and Officers  
of the Company's Ships.

I A. B.

of the ship  
now bound on a

voyage to the East-Indies, do sincerely promise and swear, That I will not before, or during my intended voyage, directly or indirectly, for myself, or by, or with, or for, any other person or persons whatsoever, ship, export, or send out, or cause to be shipped, exported, or sent out, any silver, treasure, goods, merchandizes or effects, or by any means trade, traffick or adventure, in, to, or for the East-Indies, in any other manner or wise, than I shall be permitted and licensed to do, by the United Company of Merchants of England, Trading to the East-Indies, or their Court of Directors for the time being, or the major part of them; nor will I import, or bring from the East-Indies aforesaid, any gold, goods, merchandizes or effects, but such as I shall be as aforesaid licensed to do, the value of one hundred pounds excepted.

So help me G O D.

Restrictions for Shipping of Goods in Private Trade, both outward and homeward, and Penalties upon unlicensed Trade.

10th By-Law.

4th November, 1709.

Item. **I**T is ordain'd, That all goods and merchandizes whatsoever, that shall hereafter be licensed, to be sent in any of the Company's ships to the East-Indies, by the Court of Directors for the time being, or by any Committee impowered by them, shall be brought to a warehouse, to be appointed for that purpose, at the East-India-House, and be there viewed by the Committee of Shipping, in order to the tonnaging and registering of such goods.

That all bullion which shall be so licensed, shall be brought to the Treasury-Office, and there viewed, weighed, and packed up.

That before any warrant or order shall be given for shipping such goods, merchandizes, or bullion, the freight and other duties chargeable thereon shall be first paid to the Company's treasurer, or cashier for the time being; for which he shall give a receipt, therein mentioning the sum; and for what paid; which receipt shall be produced to the Committee or officers, who sign the said warrant or order.

That the Company's Mark shall be put upon all such goods, merchandizes, and bullion, either by burning or deep cutting in, if the package will bear it, or else by stamping, before the same are removed out of the warehouse, or treasury as aforesaid; with such further additional marks or numbers, as the party concerned, and the Committee of Shipping, or of the Treasury, shall direct.

That a due register shall be kept, in books for that purpose, of all the goods, merchandizes and bullion, to be licensed as aforesaid, together with  
the

the quantity and tonnage of the same, and that the husband at the water side, or his assistant, do from time to time, within fourteen days after any ship or ships belonging to this Company are sailed from the Downs, transmit to the Court of Directors, an account of all goods and merchandizes shipped on such ship or ships respectively, together with the marks and numbers, and quantity of the tonnage of the same.

That all goods, merchandizes and bullion, which shall be found on board any of the Company's outward-bound ships, not licensed, and mark'd or stamp'd with the Company's mark, shall be forfeited, according to the directions of the act of parliament; except only in such cases where the Court of Directors for the time being shall think fit, on the necessity of the case, to dispense with the examining and marking of such goods, and declare the same, under the hands of thirteen or more of them.

That notice in writing be given to the commanders of all ships, to be employed in the Company's service, of this by-law, at the time of entertaining their ships; to the end they may forbid any goods being taken on board their respective ships, that are not licensed and marked, or have not a particular order, under the hands of thirteen or more of the Court of Directors for the time being, for their being shipped as aforesaid.

#### 11th By-Law.

I T is ordained, That in all charter-parties for the future, there be inserted a clause, whereby the commander and owners shall lose and forfeit to the use of the Company, all their goods brought home in Private Trade, which shall not be duly registered in India at the factory where such goods shall be taken on board, and in case any of their goods shall  
be

be taken on board where the Company have no factors, then to be registered in the supra-cargoes book; and where there is no supra-cargo, then to be registered in the commander's book, and witnessed by the next superior officer aboard: and that there be a proper instrument prepared for the same purpose, for the officers and ship's Company to sign to, at the time of receiving their imprest-money: and that a return of all such registers be constantly made by the factors, supra-cargoes or commander on each ship, under their hands respectively, and duplicates thereof transmitted to the Company by some other ship.

And that all goods in Private Trade (prohibited goods excepted) be immediately, after landing, brought up from the water-side, and lodged in a particular warehouse, to be provided by the Court of Directors for that purpose, and not housed in any warehouse by the water-side, on any pretence whatsoever, unless otherwise ordered by the Court of Directors.

#### 23d By-Law.

IT is ordained, That the Court of Directors shall not permit any person or persons to export or import any money, goods, or merchandizes, in any ship belonging to, or freighted by this Company, other than such as shall be first licensed by the said Court of Directors, or such as shall be by them empowered to grant such licence.

#### 51st By-Law.

IT is ordained, That, notwithstanding the 11th and 23d by-laws, in case any small quantities of tea, not exceeding the value of 10l. prime costs, or of other goods or effects not exceeding the value of 100l. prime costs, belonging to any one person,



person, shall be brought from India or China in any of the Company's ships, without being duly licensed or registered, and it shall appear to the satisfaction of the Court of Directors that there was no intention of smuggling such goods or effects, it shall be lawful for the said Court of Directors, at their discretion, to pass and allow such goods or effects, not exceeding such value as aforesaid, to the owners thereof, upon payment of the duties and charges due to the Company for the same.

Extracts of Acts of Parliament usually delivered to Commanders of the Company's Ships.

By the act of parliament, passed in the tenth year of the reign of King George the Third, for better regulating persons employed in the service of the East-India Company, and for other purposes therein-mentioned, it is enacted as follows :

THAT from and after the passing of the said act, all and every person or persons, adventurer or adventurers, prosecuting or concerned in illicit trade, traffic and dealings, contrary to an act passed in the seventh year of his late Majesty King George the First, intituled, " An act for the further preventing his Majesty's subjects from trading to the " East-Indies, under foreign commissions, and for " encouraging and further securing the lawful trade " thereto; and for further regulating the pilots of " Dover, Deal, and the Isle of Thanet," shall, over and besides the duties and customs by law payable to his Majesty, forfeit and pay to the said Company the sum of one hundred pounds per cent. according to the value, in England, of the goods, merchandizes and effects so illicitly traded, trafficked or dealt in, instead and in lieu of the sum of thirty pounds per cent. mentioned in the said act of the seventh year of his late Majesty King George the First; which said sum of one hundred pounds per cent. shall and is hereby directed to be sued for and recovered in such and the like manner, as in and by the said act, made in the seventh year of the reign of his said late Majesty King George the First, is prescribed and enacted, with respect to the said sum of thirty pounds per cent. any thing in the said act to the contrary notwithstanding.

And whereas sundry captains and other officers and mariners of ships, in the service of the said Com-

Company, bound to India, do oftentimes, in a clandestine manner, carry and transport to the East-Indies aforesaid, great quantities of artillery, ordnance, musquets, fire-arms, ammunition and warlike stores, and there sell and dispose thereof to the natives, and also to powers in those parts at war, or in enmity with the said Company, or to other persons, through whose hands the same do or may come to the use of such powers; to the great injury of the publick, as well as of the said Company, and their possessions and trade in India: therefore, to the end that such evil practices may for the future be remedied and prevented, it is further enacted, That all and every officer and officers, mariners, or other person or persons, in the service of the said Company, who shall, from and after the passing of this act, carry, transport, or send, or cause to be carried, transported, or sent to the East-Indies aforesaid, or shall put, or cause to be put on board any ship in the service of the said Company any artillery, ordnance, musquets, fire-arms, ammunition, or warlike stores of any kind whatsoever, or shall knowingly aid or assist therein, without the license or authority of the said Company, with intention or for the purpose of transporting, selling, trafficking, bartering, exchanging, or otherwise uttering or disposing of the same in the East Indies, or within the limits of the said Company's trade; shall, in every such case, be deemed and adjudged to be guilty of a high crime and misdemeanour, and as such shall and may be prosecuted for the same in his Majesty's Court of King's Bench at Westminster; and such person or persons so offending being convicted, shall be liable to such corporal punishment or fine as the said court shall think fit.

Extract of an Act of Parliament passed in the Seventeenth Year of the Reign of George the Third, to prevent the clandestine unshipping from and receiving Goods at Sea on board vessels employed in the East-India Company's Service.

WHEREAS the laws heretofore made to prevent the clandestine running of goods from on board ships employed in the service of the East-India Company on their homeward voyages, and the receiving of goods on board such ships at sea on their outward voyages from this kingdom, are insufficient to answer those purposes, it having been found by experience that very large quantities of muslins, teas, and other goods, are unshipped from on board such ships into vessels that meet them at sea on their voyages homewards, which goods are afterwards run on shore on the coasts of this kingdom without payment of duties; and also that large quantities of wine, brandy, and other goods, are clandestinely laden and put on board ships employed in the said Company's service on their outward-bound voyages at sea, from vessels that wait hovering for them upon the coast of this kingdom, laden with such goods from foreign parts; to the great loss of the publick revenue, the detriment of the East-India Company, and the prejudice of the fair traders: for remedy whereof, may it please your Majesty, that it may be enacted; and be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, That, from and after the twenty-fourth day of June, one thousand seven hundred and seventy-seven, if any muslin, tea, or other goods, wares,  
or



or merchandizes whatsoever, shall be unshipped at sea, and taken out of any ship or vessel employed in the service of the said East-India Company, on her voyage homewards to this kingdom, at any distance from the coasts thereof (unless in case of apparent necessity, or some other lawful reason, of which the master, commander, or other person having charge of such ship or vessel, shall give immediate notice to, and make proof of before, the collector and comptroller, or the chief officer or officers of the Customs, at the first port of this kingdom where he shall arrive); all such muslin, tea or other goods, wares, and merchandizes, and every ship, vessel, or boat, into which the same shall be unshipped and taken, or which shall be used in the removing, carrying, or conveying the same, shall be forfeited and lost; and the master, commander, or other person having charge of such ship or vessel from which such goods shall be so unshipped and taken, knowingly permitting or suffering such goods to be so unshipped and taken out of such ship or vessel, and every other person who shall be aiding, assisting, or otherwise concerned in the unshipping or receiving of such goods, shall forfeit treble the value thereof.

And it is hereby further enacted by the authority aforesaid, That, from and after the said twenty-fourth day of June, if any wine, brandy, or other goods whatsoever, shall be laden or put on board any ship or vessel, employed in the service of the said East India Company, at sea, at any distance from the coasts of this kingdom, after such ship or vessel hath been cleared outwards, and departed from the port of London on her outward-bound voyage (excepting such provisions and stores as shall be necessary for the use and sustenance of the persons on board such ship or vessel during the voyage) all such wine, brandy, and other goods, and every ship, vessel, or boat, out of and from which such wine, brandy, or other goods, shall be so unladen, shall be forfeited and lost; and the master, commander,

or other person having the charge of such East-India ship, knowingly permitting or suffering any such goods to be so taken on board such ship and every other person who shall be aiding, assisting or otherwise concerned in the unshipping or receiving of the said goods, shall forfeit treble the value thereof.

And be it further enacted by the authority aforesaid, That all penalties and forfeitures, as well specifick as pecuniary, by this act imposed, shall and may be sued for, prosecuted, and recovered, in any of his Majesty's Courts of Record at Westminster, by action, bill, plaint, or information, in the name of his Majesty's Attorney-general, or in the name of some officer or officers of the Customs, by the same rules, methods, ways, and means, as other penalties and forfeitures inflicted for offences against the laws for securing the revenue of Customs are and may be sued for, prosecuted, and recovered; and that one-third part of all such penalties and forfeitures shall be to the use of his Majesty, his heirs and successors, one other third-part thereof to the use of the said United Company, and the remaining third-part thereof to the officer or officers of the Customs who shall inform and prosecute for the same.

Extract of an Act of the Parliament of Ireland,  
passed in the Twenty-fifth Year of the Reign  
of his Majesty George the Third,

AND WHEREAS it has been for some years  
past the practice of homeward-bound East-India and  
China ships to remain for some time in the ports of  
this kingdom on their passage home, and the officers  
and sailors on board such ships, do, contrary to the  
laws now in being, by the assistance and aid of many  
people going to and coming from the said ships, run  
very considerable quantities of muslins, callicoes, teas,  
china-ware, and other goods on shore, to the great  
prejudice of his Majesty's revenue: for remedy  
thereof, be it enacted, by the authority aforesaid,  
That from and after the first day of August, one  
thousand seven hundred and eighty-five, it shall not  
be lawful for any person or persons whatsoever, to  
enter on board any East-India or China ship, except  
the King's officers, whose duty obliges them to go on  
board such ship, or such other person or persons as  
shall receive a permit or licence from the Collector,  
or other superior officer, of the port or place where  
such ship shall lie, or be, under the penalty of five  
hundred pounds for every time such person or per-  
sons shall go on board such ship without such li-  
cence as aforesaid; and if any goods shall be found  
open on board such ship, the same shall be taken  
account of, and made up in proper packages suited  
to the nature of such goods, by an officer or officers  
stationed at the port or place where such ship shall  
be, which said goods, when so packed up, shall be  
corded and sealed with a lead, with the King's arms  
thereon, and an account of all such goods so packed  
up, corded, and sealed as aforesaid, shall be trans-  
mitted to the Commissioners or Collector of the  
Customs in the port of London, and also to the

Chairman of the Court of Directors of the United Company of Merchants of Great-Britain, Trading to the East-Indies.

And be it further enacted, by the authority aforesaid, That every boat or vessel carrying persons to such ship or ships shall be licensed as aforesaid, and that every boat or vessel carrying persons to such ship or ships without such licence shall be forfeited; and that it shall and may be lawful to and for any revenue officer or officers stationed on board such ship or ships, and they are hereby respectively required to prevent any person or persons from going on board the same, unless he, she, or they produce such licence; and that if any person or persons shall resist or obstruct such officer or officers in doing his or their duty as aforesaid, such person or persons shall forfeit the sum of five hundred pounds; and if any person or persons whatsoever shall in any case forge, or counterfeit any such licence or permit, as is herein before-mentioned, or shall knowingly use or employ any such forged or counterfeited licence or permit, he, she, or they shall forfeit and lose the sum of one thousand pounds for every such offence.



Regulations established for the Admission of  
Pensioners upon the Poplar Fund.

Ordered,

12th April, 1785.

1. T H A T any Commander, officer, seaman, or other person, who has served the Company on board their freighted ships, or on board any ships or vessels belonging to the Company, employed to or from India in the conveyance of dispatches or otherwise, and has served therein the full term of eight years, and shall in every respect appear to the Committee of Shipping a proper object of the fund, shall be entitled to a pension, provided such person produces an affidavit,

If a Commander, that he is not possessed of the sum of two thousand pounds, or a clear yearly income of one hundred pounds.

If a Chief or Second Mate, that he is not possessed of eight hundred pounds, or a clear yearly income of forty pounds.

If a Third or Fourth Mate, Purser or Surgeon, that he is not possessed of five hundred pounds, or a clear yearly income of twenty-five pounds.

2. That any person in the Company's service who shall be maimed or wounded in the defence, or in doing the duty of the ship, so as to be thereby rendered incapable of further service at sea; may, under the approbation of the Committee, be admitted to a pension, even if he has not completed the above term of eight years.

3. That the time of service be ascertained from the periods each person shall appear to have been borne on the different books, in any, and every station whatsoever, provided he has not deserted or quitted the ship without leave; which time, on such ship's books, shall not be brought into the account of his service.

4. That

4. That the widow of a Commander, officer, seaman, or other person, who shall have served the Company on board their freighted ships, or the ships and vessels belonging to the Company as aforesaid, the full term of seven years, shall be entitled to a pension, on her producing a certificate of her marriage, and an affidavit.

If the widow of a Commander, that she is not possessed of the sum of one thousand pounds, or a clear yearly income of fifty pounds.

If the widow of a Chief or Second Mate, that she is not possessed of the sum of four hundred pounds, or a clear yearly income of twenty pounds.

The widow of a Third or Fourth Mate, Purser or Surgeon, that she is not possessed of the sum of three hundred pounds, or a clear yearly income of fifteen pounds.

5. That the widow of a person killed in the defence, or in doing the duty of the ship, be admitted to have a pension, without regard to the time he may have been in the Company's service.

6. That the children of a person dying before he shall have completed the number of years required, to entitle his widow to a pension, shall be allowed a stipend towards their support, equal to what the widow would otherwise have received, such allowance to be continued 'till the children (being boys) attain the age of eleven years; or (being girls) the age of twelve years; and to be paid to such person whom the Committee of Shipping may appoint.

5th July,

5th July, 1787.

1. NO person who shall have discontinued the Company's sea service five years, and served in any other employ two years previous to his presenting a petition to the Court for relief, shall be allowed a pension, notwithstanding in other respects he would have been considered from his former services within the regulations of the 12th April, 1785.

2. No widow of a person under the above description.

3. No widow of a person to whom she shall not have been married within three years after his having quitted the Company's service.

4. No widow who shall not appear to this Committee to be in indigent circumstances, or from other causes, an object of charity, shall be admitted to a pension.

2d December, 1788.

Persons navigating the Company's pilot sloops to be considered precisely the same as if employed as mariners on board the Company's ships or packets to and from India, and that they and their widows and children be entitled to the like benefits from the Poplar Fund, under the established regulations of the 12th April, 1785, and 5th July, 1787; the same deductions being also made from their wages towards the support of the fund of one and a quarter per cent.

## Port of CANTON.

[Form of MANIFEST.]

A True Manifest of the CARGO laden at this Port, on board the Ship PRINCE of WALES of London, British built, of the Burthen of 870 Tons *per* Register, Capt. CHARLES THOMAS, now bound to London.

Marks, Numbers, and Directions.	Packages and their Number (to be expressed wholly in Writing by their usual and ordinary Names).	Quality.	To whom consigned or belonging.
	Five Hundred and Fifty large Chests	Tea	UNITED EAST-INDIA COMPANY
	Seven Thousand Eight Hundred	Ditto	Ditto
	Seventy-eight Small Chests	China Ware	Ditto
	Two Hundred and Twelve Chests	Nankeen Cloth	Ditto
	One Hundred and Twenty Bales	Tea	Capt. Charles Thomas
	One Hundred and Eighty Chests	Rhubarb	Ditto
	Thirty Chests	Cinnabar	Ditto
	Two Boxes	Nankeen Cloth	Ditto
	Two Bales	Sugar Candy	Ditto
	One Tub	China Ware	Ditto
	One Box	Soy	Ditto
	One Keg	Tea	Charles King, Chief Mate
	Twenty Chests	Gamboo	Ditto
	Ten Boxes	Turmeric	Ditto
	Twenty Mats	Madeira Wine	William Williams, Esq.
	One Pipe	Hyfon Tea	Ditto
	One Chest	China Ware	Mr. Edward White
	One Box		

Presents

W. Williams, Esq.  
W. W.  
Mr. Edward White

N. B. The several officers belonging to the ship must have their private trade and clearing stores entered in the manner above described, as also all presents that are sent home, and the manifest to be signed in triplicate by the chief Supra-cargo, agreeable to the act 27 Geo. III. cap. 32, sect. 11. One of the manifests to be enclosed to the collector of his Majesty's customs; a second sent to the honourable Court of Directors; and the third delivered to the commander, who must make two copies thereof, to be delivered to the two first revenue officers who shall come on board on his arrival, and demand the same, taking their receipts on the back of the original manifest, agreeable to act 26 Geo. III. cap. 40.



Regulations adopted for preventing Deficiencies  
in the Delivery of the Company's Copper.

Resolved,

16th Oct. 1789.

THAT the copper be weighed at the merchant's house or wharf, and in the presence of the purser, one of the Company's officers from *Botolph Wharf*, and the merchant's clerk, as hitherto practised; and that an iron hoop be fixed on the inside of each case, that the gross weight and the tare be cut on the case, and that an account be taken at the same time of the number of each package with the gross weight, tare and net weight thereof and number of pieces contained in it; that it be recommended to the owners to cause each package to be reweighed immediately on its being received on board the ship, in presence of the commanding officer, the master of the craft, the surveyor who had charge of her, and, at least, one of the surveyors on duty on board the ship; and in case the gross weight of any package differs from the gross weight marked thereon, such package be returned to *Botolph Wharf* by the commanding officer, with an account of the number of it, and the weight as taken on board the ship, signed by him, and by the other persons who saw it weighed; and that on such occasion, the warehouse-keeper at *Botolph Wharf* do examine the package, and take such other steps as may discover the cause of such difference in weight, and immediately report all the particulars he shall obtain, to the Committee of Shipping, unless it shall clearly appear to him to have been owing to a mistake in the original weight, which may be easily discovered by the condition of the chest and the number of pieces of copper contained in it.

That it be also recommended to the owners to give orders that the cases of copper be weighed again when delivered out of the ship in *India*, and an account of the weights taken.

F 2

3

That

That directions be sent to the several presidencies, to cause the copper to be weighed immediately on its being landed, and that the commander, or some person appointed by him on the part of the owners, be required to attend the weighing. That whenever it shall be found impracticable to weigh it immediately, it be secured under two locks, and that the commander or person appointed by him, have possession of the key of one of the locks, until the whole of the copper shall be weighed.

That if any package shall, on weighing it, appear deficient, the number of such package, with the gross weight and tare as marked on the outside, be stated in the account deficiency tendered to the commander, for his signature, and that he be allowed to make such reasonable objections to the account, as he may think proper, and that the import warehousekeeper do certify on the face of the account, whether such objections are well founded, or not, and to add such remarks thereon, as shall enable the Committee of Private Trade to determine whether the deficiencies should in justice be charged to the owners or not.

A  
L I S T  
OF THE  
D U T I E S  
PAYABLE TO THE  
K I N G  
ON ALL  
Goods imported after the 10th MAY, 1787,  
FROM THE  
EAST-INDIES, CHINA,  
And other PARTS within the Limits  
OF THE HONOURABLE THE  
EAST-INDIA COMPANY'S CHARTER;  
ALSO THE  
DRAWBACKS ALLOWED ON EXPORTATION,  
AGREEABLE TO THE CONSOLIDATION ACT.





## A LIST of the DUTIES, &amp;c.

			Duty.			Drawback.		
			£.	s.	d.	£.	s.	d.
Arrack	—	—	0	0	9	0	0	8
	Custom per gall.		0	5	1	0	0	0
	Excise ditto		0	5	1	0	0	0
(The Custom and Excise on Arrack is paid by the company, and delivered to the purchaser free of this duty.)			0	5	10			
Total			0	5	10			
Brandy and geneva of the manufacture of India,								
	Custom for every 100l. gross price at the Company's sale	—	37	16	3	36	1	3
	Excise per gall.	—	0	4	13	0	0	0
Ditto and ditto of the manufacture of Europe,								
	Custom per gall.	—	0	0	9	0	0	8
	Excise ditto	—	0	4	11	0	0	0
Alloes cicotrina	—	the lb.	0	1	2	0	0	9
— hepatica	—	do.	0	0	6	0	0	4
Amber	—	do.	0	1	5	0	1	3
Ambergrease	—	the oz. troy	0	2	0	0	1	4
Affatœtida	—	the lb.	0	0	3	0	0	2
Argentum subline, or quicksilver	—	do.	0	0	8	0	0	6
Arrangoes for every 100l. gross sale			31	13	3	29	16	0
Balsam artificial	—	the lb.	0	1	6	0	1	0
— natural or gilead	—	do.	0	1	6	0	1	0
Bedelium	—	do.	0	0	3	0	0	2
Benjamin	—	do.	0	0	6	0	0	4
Bezoar stones	—	the oz. troy	0	2	6	0	1	3
Borax refined	—	the lb.	0	1	0	0	0	8
— unrefined, or tincal	—	do.	0	0	3	0	0	2
Cambogium	—	do.	0	0	6	0	0	4
Cantharides	—	do.	0	1	0	0	0	8
Camphire refined	—	do.	0	0	8	0	0	5
— unrefined	—	do.	0	0	4	0	0	2
Cardemoms	—	do.	0	0	9	0	0	6
Cassia fistula	—	do.	0	0	3	0	0	2
— lignea	—	do.	0	0	4	0	0	2
— buds	—	do.	0	0	4	0	0	2
Callicœs plain white, per piece, which is 10 yards if narrow, or 6 yards if wide			0	5	3	0	5	0
And for every 100l. gross price at the Company's sale			16	10	0	0	0	0

	Duty.			Drawback.		
	£.	s.	d.	£.	s.	d.
Drawback of the last duty if exported to Africa — —	0	0	0	16	10	0
if exported to the British colonies or plantations in America	0	0	0	11	15	0
if exported to any parts or places beyond the seas, except to the British colonies or plantations in America, if the said goods shall have been printed, stained, or dyed in this kingdom	0	0	0	16	10	0
if exported to any parts or places beyond the seas, except to Africa or the British colonies or plantations in America, if the said goods shall be exported without having been printed, stained, or dyed in this kingdom — —	0	0	0	14	10	0
For most of the goods which pay this duty, see letter (A).						
Candles of wax — — the lb.	0	1	9	0	0	0
Carmenia wool — — do.	0	0	9	0	0	8
Canes-walking, dragons-bloods, or wangehees — — the thousand	2	1	3	2	0	0
Carpets Persia — — the square yard	1	4	9	1	3	7
China-ware and clay figures, for every 100l. gross price at the Company's sale	47	10	0	45	5	0
Cinnamon — — the lb.	0	4	5	0	4	0
China-root — — do.	0	0	5	0	0	3½
Cinnabrium or vermillion — — do.	0	0	7	0	0	4½
Coffee — — the cwt.	1	18	6	1	15	
Inland duty of Excise paid by the purchaser, before taken out of the warehouse, for home consumption the lb.	0	1	8	0	0	0
Cotton manufactures, not otherwise particularly enumerated or described, for every 100l. gross sale — —	50	0	0	48	10	0
Cotton yarn — — the lb.	0	6	3½	0	0	3
Cotton wool — — free	0	0	0	0	0	0
Colequintida — — the lb.	0	0	6	0	0	4
Columbo root — — do.	0	0	6	0	0	4
Coculus India — — do.	0	0	5	0	0	3½

	Duty.			Drawback.		
	£.	s.	d.	£.	s.	d.
Costus dulcis et amaris — the lb.	0	0	4	0	0	2 $\frac{3}{4}$
Coral whole polished — do.	0	3	0	0	2	0
———— unpolished — do.	0	1	6	0	1	0
———— in fragments — do.	0	0	3	0	0	2
Cowries, for every 100 <i>l.</i> gross price, at the Company's sale — —	31	13	4	29	16	0
Cordivants dressed — the dozen	1	3	6	0	14	9
Cloves — — — the lb.	0	2	8	0	2	5 $\frac{3}{4}$
Cakelack — — — do.	0	0	1	0	0	0 $\frac{3}{4}$
Cubebs — — — do.	0	0	2	0	0	1 $\frac{1}{2}$
Dimities white — — the yard	0	1	6	0	1	5
And for every 100 <i>l.</i> gross price, at the Company's sale — —	16	10	0	0	0	0
Drawback of the last duty if exported to Africa — —	0	0	0	16	10	0
if exported to the British colonies or plantations in America	0	0	0	11	15	0
if exported to any parts or places beyond the seas, except to the British colonies or plantations in America, if the said goods shall have been printed, stained, or dyed in this kingdom	0	0	0	16	10	0
if exported to any part or places beyond the seas, except to Africa or the British colonies in America, if the same have been printed, stained, or dyed in this kingdom — —	0	0	0	14	10	0
Diagredium or scammony — the lb.	0	2	6	0	1	8
Dragons-blood — — do.	0	0	8	0	0	5 $\frac{1}{2}$
Dragons-blood canes — the thousand	2	1	3	2	0	0
Drugs manufactured, not otherwise particularly enumerated or described, for every 100 <i>l.</i> gross price, at the Company's sale — — —	40	0	0	38	6	3
For most of the goods which pay this duty, see letter (B).						
Drugs unmanufactured, not otherwise particularly enumerated or described, for						

				Duty.			Drawback.		
				£.	s.	d.	£.	s.	d.
every 100 <i>l.</i> gross price, at the Com-									
pany's sale — — —				3	1	0	29	2	6
For most of the goods which pay									
this duty, see letter (C).									
Elephants teeth	—	—	the <i>cwt.</i>	1	10	10	1	8	10
Folium India	—	—	the <i>lb.</i>	0	0	6	0	0	4
Galbanum	—	—	do.	0	0	4	0	0	2 $\frac{3}{4}$
Gauls	—	—	— free	0	0	0	0	0	0
Gallinga	—	—	the <i>lb.</i>	0	0	2	0	0	1 $\frac{1}{2}$
Garnets rough	—	—	do.	0	5	6	0	5	0
— cut	—	—	do.	1	9	9	1	8	3
Geneva. See brandy (for customs, &c.)				0	0	0	0	0	0
Ginger green	—	—	do.	0	0	6	0	0	4
Gum oppoponax	—	—	do.	0	1	4	0	0	1
— farcocol	—	—	do.	0	0	4	0	0	2 $\frac{3}{4}$
— fagapenum, or serapium			do.	0	0	4	0	0	2 $\frac{3}{4}$
— armoniacum, or armoniac			do.	0	0	4	0	0	2 $\frac{3}{4}$
— fragrant, or tragacanth	—	—	do.	0	0	3	0	0	2
— lack, lumplack, or cakelack			do.	0	0	1	0	0	0 $\frac{3}{4}$
— animi	—	—	do.	0	0	3	0	0	2
— elemi	—	—	do.	0	0	2 $\frac{1}{2}$	0	0	1 $\frac{1}{2}$
— fenica, fenega, or arabick			the <i>cwt.</i>	0	0	6	0	0	0
Gold plate wrought	—	—	the <i>oz.</i> troy	2	7	8	0	0	0
Huffe skins	—	—	the <i>skin</i>	0	0	2	0	0	1 $\frac{3}{4}$
Indigo	—	—	— free	0	0	0	0	0	0
Lapis callimmaris	—	—	the <i>cwt.</i>	0	3	8	0	0	0
— contra yerva	—	—	the <i>oz.</i>	0	0	9	0	0	6
— futiæ	—	—	the <i>lb.</i>	0	0	3	0	0	2
— lazuli	—	—	do.	0	0	6	0	0	4
Lacquered or japanned ware, for every									
100 <i>l.</i> gross price, at the Company's sale				49	10	0	47	0	0
Lead white	—	—	the <i>cwt.</i>	0	4	5	0	2	1
Lignum asphaltum	—	—	the <i>lb.</i>	0	0	2	0	0	1 $\frac{1}{2}$
Manna	—	—	do.	0	0	6	0	0	4
Mastick white	—	—	do.	0	0	6	0	0	4
— red	—	—	do.	0	0	3	0	0	2
Mother-of-pearl shells rough	—	—	do.	0	0	4	0	0	2 $\frac{3}{4}$
Mace	—	—	do.	0	4	0	0	3	8
Manufactured goods, not otherwise par-									
ticularly enumerated or described, for									
every 100 <i>l.</i> gross price, at the Com-									
pany's sale — — —				37	16	3	36	1	3
For most of the goods which pay									
this duty, see letter (D).									



	Duty.			Drawback.		
	£.	s.	d.	£.	s.	d.
Mirabolanes dry — the <i>lb.</i>	0	0	1	0	0	0 $\frac{3}{4}$
— — — — — do.	0	0	2	0	0	1 $\frac{1}{2}$
Musk — — — the <i>oz.</i> troy	0	2	0	0	1	4
Muslins plain, nankeen cloth, muslins or white calicoes flowered or stitched, for every 100 <i>l.</i> gross price, at the Com- pany's sale — — —	18	0	0	10	0	0
For most of the goods which pay this duty, see letter (E).						
Madeira wine,						
Custom the <i>ton</i> of 252 gall.	19	12	0	0	0	0
if exported to any British colony or plantation in America						
the <i>ton</i>	0	0	0	19	12	0
ditto to any other place do.	0	0	0	16	9	0
Excise the <i>ton</i> of 252 gall.	11	18	0	0	0	0
if exported to any British colony or plantation in America						
the <i>ton</i>	0	0	0	9	11	4
ditto settlement in the East-Indies — do.	0	0	0	6	11	4
ditto other parts or places beyond the seas - do.	0	0	0	3	15	4
Total duty - per <i>ton</i>	31	10	0	0	0	0
or per <i>gall.</i>	0	2	6	0	0	0
Myrrh — — — the <i>lb.</i>	0	0	6	0	0	4
Nutmegs — — — do.	0	2	0	0	1	10
— — — — — do.	0	0	10	0	0	7
Olibanum — — — the <i>cwt.</i>	1	1	0	0	14	0
Opium — — — the <i>lb.</i>	0	1	6	0	1	0
Orpiment, or auripigmentum - the <i>cwt.</i>	0	8	9	0	5	10
Pepper — — — the <i>lb.</i>	0	0	0 $\frac{1}{2}$	0	0	0
Inland duty paid by the purchaser before taken out of the warehouses for home consumption —	0	0	6	0	0	0
Pepper long — — — the <i>lb.</i>	0	0	2 $\frac{1}{2}$	0	0	1 $\frac{1}{2}$
Prohibited goods, wares and merchandizes; prohibited to be worn or used in Great Britain, imported for exportation only, for every 100 <i>l.</i> gross sale —	6	15	0	0	0	0
For most of the goods which pay this duty, see letter (G).						

				Duty.			Drawback		
				£	s.	d.	£	s.	d.
On exportation to Africa (except to the Islands of Madeira, the Canary Islands, the Azores or Western Isles) the following drawbacks are to be allowed on prohibited goods, viz.									
Allejars	—	—	the piece	0	0	0	0	0	7
Bejutapauts	—	—	do.	0	0	0	0	1	0
Byrampauts	—	—	do.	0	0	0	0	0	9
Blue long cloths	—	—	do.	0	0	0	0	2	0
Brawls	—	—	do.	0	0	0	0	0	2
Callawapores	—	—	do.	0	0	0	0	0	9
Cuthtaes	—	—	do.	0	0	0	0	0	7
Corpees	—	—	do.	0	0	0	0	0	7
Chintz	—	—	do.	0	0	0	0	0	9
Chelloes	—	—	do.	0	0	0	0	0	9
Cotton romals	—	—	do.	0	0	0	0	0	6
Guinea stuifs	—	—	do.	0	0	0	0	0	2
Niccances finall	—	—	do.	0	0	0	0	0	7
———— large	—	—	do.	0	0	0	0	0	9
Negampauts	—	—	do.	0	0	0	0	1	0
Photaes	—	—	do.	0	0	0	0	0	9
Sastracundies	—	—	do.	0	0	0	0	1	0
Tapfeils	—	—	do.	0	0	0	0	0	9
Pictures under 2 feet square	—	—	each	1	5	8	0	0	0
Ditto above 2 feet	—	—	do.	2	11	4	0	0	0
Ditto above 4 feet	—	—	do.	3	17	0	0	0	0
Quicksilver, or argentum subline	—	—	the lb.	0	0	8	0	0	6
Radix contra yerva	—	—	do.	0	0	6	0	0	4
Rattans	—	—	the thousand	0	19	3	0	18	0
Reeds bamboe, for every 100l. gros price at the Company's sale	—	—	—	28	5	0	26	5	0
Rhubarb	—	—	the lb.	0	1	6	0	1	0
Rice	—	—	the cwt.	0	8	10	0	8	10
Rum of the manufacture of India, for every 100l. gros price, at the Company's sale	—	—	Custom the gall.	37	16	3	36	1	3
	—	—	Excise — do.	0	3	7	0	0	0
Ditto of British colonies in America	—	—	Custom the gall.	0	0	5	0	0	5
	—	—	Excise — do.	0	3	7	0	0	0
Sapan wood,	—	—	free	0	0	0	0	0	0
Sago	—	—	the lb.	0	0	3	0	0	2
Saltpetre	—	—	<i>Duty 3 Plant the salt</i>	0	0	0	0	0	0
Sal armoniac	—	—	free	0	0	0	0	0	0

				Duty.			Drawback		
				£.	s.	d.	£.	s.	d.
Saunders yellow	—	—	the lb.	0	0	3	0	0	2
— red	—	—	free	0	0	0	0	0	0
Senna	—	—	the lb.	0	0	6	0	0	4
Seedlack	—	—	do.	0	0	2	0	0	1 $\frac{1}{2}$
Silk raw	—	—	the lb. of 16 oz.	0	0	0	0	0	0
Drawback, if exported to Ireland				0	0	0	0	2	10
Ditto, except to Ireland				0	0	0	0	2	0
Silver plate, ungilt	—	—	the oz. troy	0	3	3	0	0	0
— plate, part gilt	—	—	do.	0	3	7	0	0	0
— plate, gilt	—	—	do.	0	3	10	0	0	0
Shellack	—	—	the lb.	0	0	2	0	0	1 $\frac{1}{2}$
Spikenard	—	—	do.	0	1	4	0	0	11
Squilla	—	—	the cwt.	0	2	6	0	1	8
Sticklack	—	—	free	0	0	0	0	0	0
Storax calamitta	—	—	the lb.	0	0	9	0	0	6
Sugar-candy brown	—	—	the cwt.	4	19	0	4	14	0
— white	—	—	do.	7	8	6	7	1	0
Succades	—	—	the lb.	0	1	6	0	1	5
Snuff	—	—	do.	0	3	3	0	0	0
Tamarinds	—	—	do.	0	0	2	0	0	1 $\frac{1}{2}$
Tea, for every 100l. gross price, at the Company's sale									

Custom				to Ireland & America		
	5	0	0	5	0	0
Excise				to Ireland & America		
	7	10	0	7	10	0

The duties must be paid by the purchaser before the tea is taken out of the warehouse.

To be paid on the quantity allowed for tret also.

Tinical	—	—	the lb.	0	0	3	0	0	2
Turbith root	—	—	do.	0	1	0	0	0	0
Turmeric	—	—	do.	0	0	2	0	0	1 $\frac{1}{2}$
Vermillion	—	—	do.	0	0	7	0	0	4 $\frac{1}{2}$

				Duty.			Drawback		
				£.	s.	d.	£.	s.	d.
Unmanufactured goods, not otherwise particularly enumerated or described, for every 100 <i>l.</i> gross price, at the Company's sale — — —				28	5	0	26	5	0
For most of the goods which pay this duty, see letter (F).									
Wormfeeds	—	—	the <i>lb.</i>	0	0	6	0	0	4
Wanghees	—		the <i>thousand</i>	2	1	3	2	0	0
Zedoaria	—	—	the <i>lb.</i>	0	0	6	0	0	4



## ARTICLES

WHICH PAY

## CUSTOM

UNDER THE FOLLOWING

## DENOMINATIONS.

## Callicoes White.

(A)

Byrampauts white  
 Baftacs  
 Callipatties  
 Callico wrappers  
 Coffacs Patna  
 Chowtars  
 Doofooties  
 Dotties white  
 Emmerties  
 Gurrahs  
 Gingham white  
 Humhums  
 Izzarees  
 Laccowries  
 Longcloths  
 Moorees  
 Mammoodies  
 Percaules  
 Putcahs  
 Sannoos  
 Saliampores

3

Succatoons  
 White cloth .  
 White dungaries.

Duty on the above *per piece*  
 (which is 10 yards if narrow,  
 or 6 yards if wide) 5s. 3d.  
 and for every 100l. gross price,  
 at the Company's sale 16l. 10s.  
 See Callicoes White.

## Drugs Manufactured.

(B)

Aqua fortis  
 Fossil alkali  
 Goa stones  
 Oils chymical  
 Tincture of rhubarb and all  
 other tinctures.

Duty on the above 40l.  
 for 100l. gross sale. See  
 Drugs Manufactured.

## Drugs unmanufactured.

(C)

Alloes from the Cape  
 Arsenick  
 Cassia minea  
 Cardemom seeds  
 Castor seeds  
 Garden seeds  
 Gum copal  
 Jesuits beans  
 ——— bark or cortex Peru  
 Nux vomica  
 Rag pearl  
 Seed pearl  
 Stags horns or harts horns  
 Squinanthum  
 Terra japannica  
 Turbith thapsia  
 Unknown drugs.

Duty on the above 31% for  
 every 100% gross sale. See  
 Drugs Unmanufactured.

## Manufactured Goods.

(D)

Amber beads  
 Artificial flowers  
 Bamboe achar  
 Books bound or unbound  
 Butterflies and insects pre-  
 served  
 Carpets of Turkey  
 Cornelian bones  
 Coral beads  
 China ink  
 Cane blinds  
 Cane hats  
 Cane mats  
 Cherong  
 Copper enamelled  
 Curry stuff

Chinese musical instruments

Conchou cloth

Drawers } Black wood  
 and } and

Cabinets } Sandall wood

Fans

Fireworks

Glass bottles

Ditto Wares

Handles for Knives

Ivory toys

India glue

Kittisols

Leaves for making curry  
stuff

Landscapes in stone

Mother-of-pearl beads, neck-  
laces, &c.

Mother-of-pearl counters

Mangoes

Mocha and cambay stones

Pickles

Painted bamboe sticks

Paper prints

Paper painted

Paper white

Rice flowers, images, &amp;c.

Rosewood furniture

Soy

Shawls

Sugar brown } *no duty paid*Skins dressed } *by importer*

Turkey carpets

Vermicelli

Wrought copper

Wood frames carved and gilt

Walking-sticks inlaid

Wax of bees, white

Duty on the above 37% 16s.  
 3d. for every 100% gross sale.  
 See Manufactured Goods.

Muslins plain or stitched,  
ed, or White Callico-  
es stitched.

(E)

Alliballies  
Addaties  
Baftaes striped  
Ballafore handkerchiefs  
Bettellees  
Coffaes  
Chundraconnaes  
Doreas  
Ditto gold  
Jamdannies  
Mulumls  
Nainfooks  
Nankeens, or Nanquin cloth  
Rings  
Seerhaudconnaes  
Seerberties  
Seerbands  
Seershauds  
Subnums  
Terrindams  
Tanjeebs  
Tartorees  
and all white muslins.

All white goods made into  
apparel, &c. and all goods  
flowered or stitched with  
thread, as

Callicoes	} stitched with thread or silk.
Muslins	
Fustians	
Dimities	

Duty on the above 18% for  
every 100% gross sale. See  
Muslins plain, Nanquin  
Cloth, Muslins or white  
Callicoes flowered or stitched.

Unmanufactured Goods.

(F)

Agates rough, small and large  
Birds nests  
Bamboe pieces  
Bamboe reeds  
Camels hair  
Cassue nuts  
Chian pepper in the pod  
Ebony wood  
Ginger  
India weed  
Paddy  
Reed canes  
Rough pebbles  
Rose wood  
Sandall wood  
Sea-horse teeth  
Sea shells rough  
Tygers teeth  
Ditto claws  
Tutenague  
Tortoiseshells  
Tobacco  
Wax of bees, yellow.

Duty on the above 28% 5s.  
for every 100% gross sale. See  
Unmanufactured Goods

Prohibited Goods, Wares  
and Merchandize.

(G)

Arras  
Allegars  
Atchabannies  
Abbawars  
Atlas cuttannces  
Bejutapauts  
Byrampauts  
Brawls

Bandannoes  
 Bombay stuffs  
 Carridarries  
 Chillaes  
 Chintz  
 Cotton romals  
 Chilloes  
 Coopees  
 Cushtaes  
 Callawapores  
 Cotton romal handkerchiefs  
 Chanderbaanies  
 Cherconnaes  
 Chucklaes  
 Cuttannees  
 Dickmonfoys  
 Dyfookfoys  
 Dimities painted  
 Elatches  
 Gingham striped  
 Ditto coloured  
 Guinea stuffs  
 Gurrahs foot  
 Gold atlas  
 Habaffies  
 Herba lungees  
 Jilmils  
 Jamwares flowered  
 Jamdannies ditto  
 Kissafloys  
 Kingcobs

Longcloth blue  
 Lemmanies  
 Lungees  
 Nillaes  
 Niccannees  
 Neganepauts  
 Phtaes  
 Poifes  
 Peniascoes  
 Pallampores  
 Painted gauze filk  
 Romals  
 Sastracundies  
 Sannoos  
 Seerfuckers  
 Silk handkerchiefs  
 Silk stockings  
 Sifterfoys  
 Sooseys  
 Shalbafts  
 Silk skeins  
 Silk wrought  
 Taffaties  
 Tepoys  
 Tapseils  
 Tuta humsey

Duty on the above 6%. 15%.  
 for every 100l. gross sale. See  
 Prohibited Goods, Wares,  
 and Merchandize.

F I N I S.



